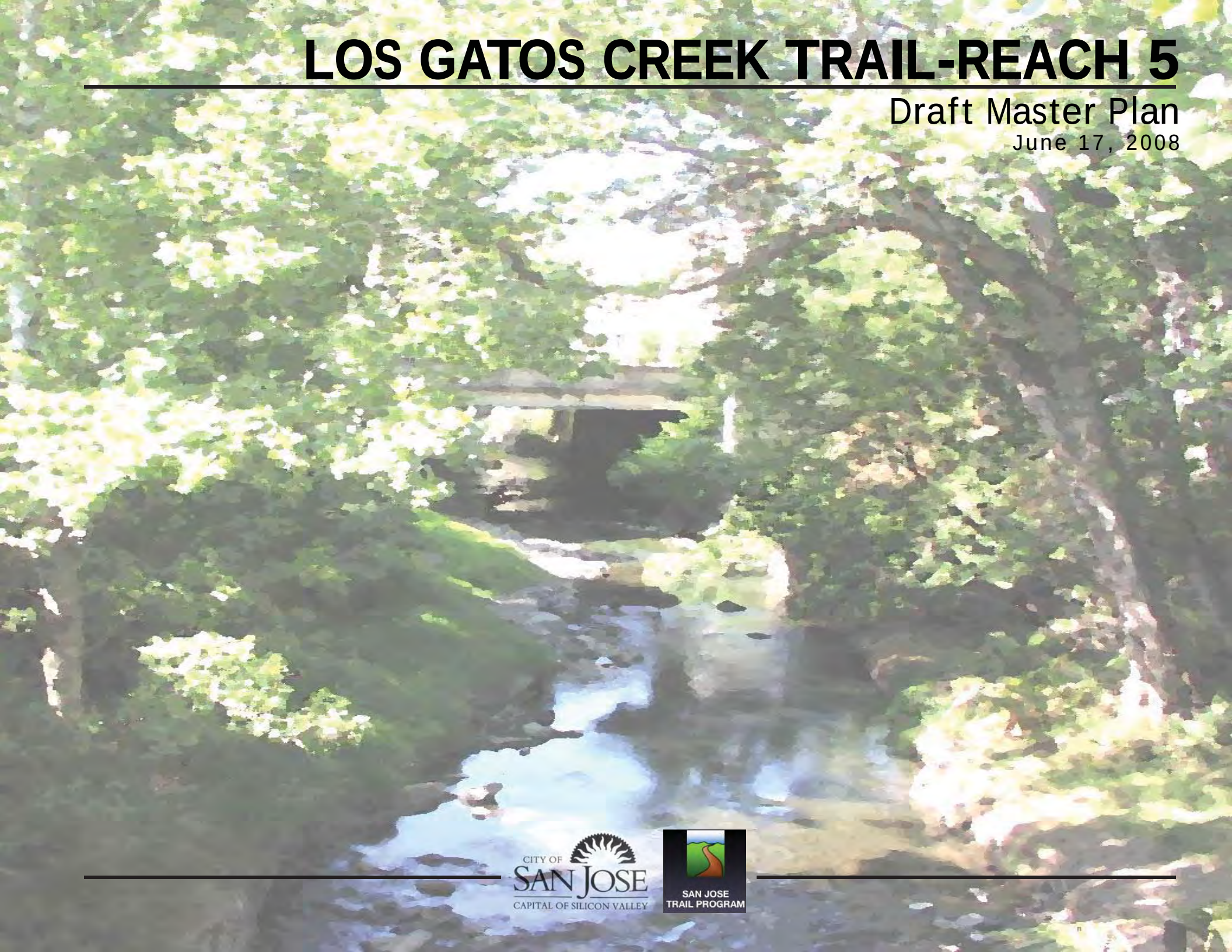
LOS GATOS CREEK TRAIL-REACH 5

Draft Master Plan

June 17, 2008



CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

SAN JOSE TRAIL PROGRAM

LOS GATOS CREEK TRAIL-REACH 5

Draft Master Plan

June 17, 2008

Master Plan:

Approved by:

City of San José

Parks and Recreation Commission

May 7, 2008

City Council:

XXX, X 2008

Environmental Clearance:

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Prepared for:

City of San José Department of Parks,
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Under the Direction of:

City of San José Department of Public Works
City Facilities Architectural Services Division

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Executive Summary

Background

Los Gatos Creek flows from the Santa Cruz Mountains, to the south of Lexington Reservoir, through the Town of Los Gatos and the City of Campbell, before converging with the Guadalupe River in downtown San José. In the late 1960's, residents of Campbell and Los Gatos worked to define a system of parks and trails along the creek, upstream of San José.

In 1978, the Los Gatos Streamside Park Committee was formed by the Santa Clara County Board of Supervisors. Members of the committee represented the County, Los Gatos, Campbell, and San José, as well as the Santa Clara Valley Water District. Their objective was to coordinate the development of the overall Los Gatos Creek Trail system, ultimately encouraging plans for the San José reaches of the nineteen mile trail.

As a result of the committee's work, a Master Plan was completed in 1985 for the 3-1/2 mile long segment of the trail within the City of San José. The creek travels from Bascom Avenue, to the west, to the confluence with Guadalupe River, to the east. With completion of the last San José segment, the trail system will link Lexington Reservoir to downtown San José. The San José portion of the trail system was divided into five reaches – Reach 1, 2, 3, 4, and 5. Over the last two decades, the first four reaches of the master plan have been implemented.

During this implementation period, support for the trail has been unwavering. The Midtown Specific Plan adopted in 1992 specified that a Class I bike path be provided along Los Gatos Creek, and Los Gatos Creek Trail was noted in the 1995 Santa Clara County *Countywide Trails Master Plan* as an important link between the Guadalupe River Trail and the Juan Bautista de Anza National Historic Trail (refer to Figure 1). This support allowed Reaches 1 and 2 to be constructed in the late 1990's. Due to property ownership constraints, Reach 3 leaves the creek and follows existing sidewalks and bike-lanes.

Responding to the goal of developing a 100-mile trail network in the City's *Greenprint* and *General Plan, Horizon 2020*, Reach 4 was completed in the autumn of 2007, though the initial planning process began a decade earlier.

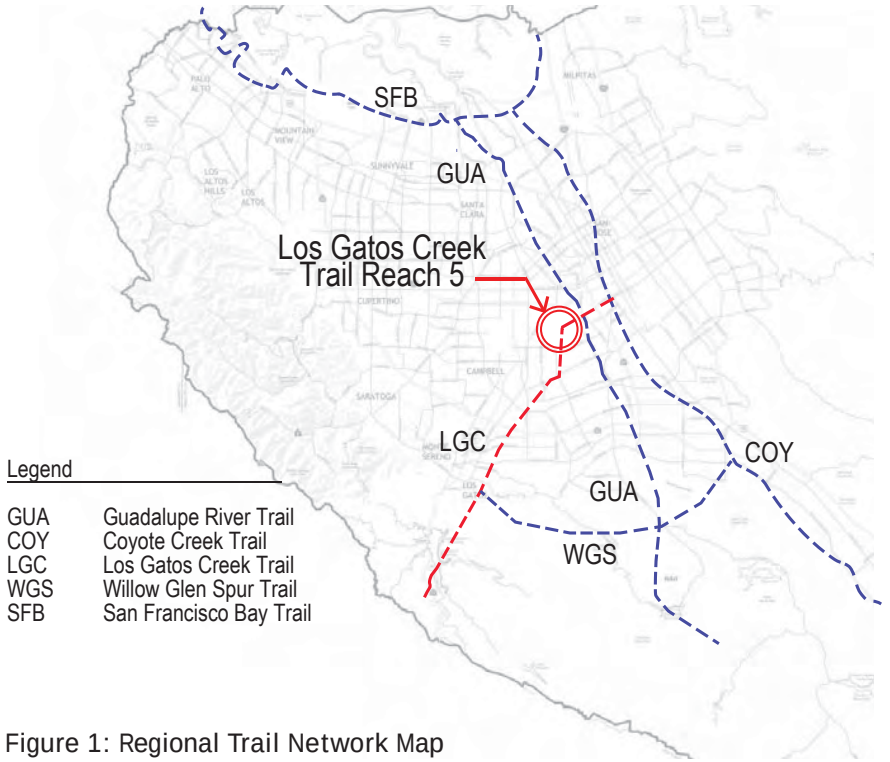


Figure 1: Regional Trail Network Map

Character of creek banks by Auzerais Avenue

Figure 2: Trail Context

Reach 5 is the last remaining unconstructed segment of the Los Gatos Creek Trail (refer to Figure 2). With the changes in land use, property ownership, and physical characteristics that have occurred since the original master plan was developed, and a more stringent regulatory environment, a new Master Plan and environmental documentation for Reach 5 was required to advance its implementation.

Trail Purpose and Alignment

In 2005, recognizing the growing popularity of the Los Gatos Creek Trail reaches already constructed, and the need for a safe link between the existing reaches and that of the Guadalupe River, the City of San José Parks, Recreation and Neighborhood Services, with the cooperation of the Santa Clara Valley Water District (SCVWD), embarked on an effort to define a final Reach 5 trail alignment. This mile-long segment, once built, will complete the Los Gatos Creek Trail connection to the Guadalupe River Trail and to other regional trail systems noted in the City of San José's *Greenprint for Parks and Community Facilities and Programs – A Twenty-Year Strategic Plan*, the San José *2020 General Plan*, and Santa Clara County's *Countywide Trails Master Plan Update.*

The Reach 5 trail alignment begins north of Auzerais Avenue and terminates at Confluence Park at West Santa Clara Street. It is generally a Class I paved trail running along the top of bank on the west side of Los Gatos Creek. Because of various constraints, the trail deviates from this condition at several locations. It enters the creek corridor as it crosses underneath an existing railroad bridge near West San Carlos Street. Further downstream it diverges into separate pedestrian and bicycle facilities between West San Fernando Street and West Santa Clara Street.

Implementation of Reach 5 will provide a vital link to Reach 4 of the Los Gatos Creek Trail, completed in 2007, and the Guadalupe River Trail, as well as link to local schools (Blackford Elementary), parks and community amenities (Guadalupe River Park, HP Pavilion, Vasona Lake County Park) and established transit hubs (Diridon Caltrain Station, Light Rail Station at Diridon, and San Fernando Light Rail Station).

Reach 5 is an important component within San José's Trail Network composed of 32 trail systems. With over 46 miles of trail already built, implementation of this reach will provide Downtown residents living in Districts 3 and 6 with future access to over 100 miles of recreation and commuting opportunities.

Guadalupe River Park path at West Santa Clara Street

Los Gatos Creek Trail at Leigh Avenue

Master Plan Overview

Though a master plan for the overall Los Gatos Creek Trail had previously been completed, significant changes to a number of trail planning criteria over the years, including stricter environmental regulations, unavailability of public property, and numerous new developments, necessitated a re-evaluation of the conclusions drawn in the original master plan. This new Master Plan for Reach 5 defines a trail alignment based on current conditions, and provides more detailed guidance for eventual trail development. This, more detailed 'road map,' readies the project for implementation. The master plan identifies:

- A recommended trail alignment balancing environmental,

aesthetic, safety and functional concerns.

- Special construction considerations, and permit requirements.
- Implementation costs.
- Design guidelines for trail development to describe the physical improvements and to define a palette for trail amenities to insure continuity with completed trail reaches.

This report is divided into the following chapters:

- Site Setting – provides an overview of the site and surrounding conditions.
- Goals and Objectives – provides a summary of the various considerations that influenced the final trail alignment.
- Planning Process – provides a summary of the planning process, including a discussion of agency input process, and alternatives alignment analysis.
- Interagency Coordination – provides an overview of the regulatory requirements and property ownership constraints.
- Trail Alignment – provides a detailed description of the trail alignment with supporting plans and sections.
- Development Guidelines – provides a summary of design considerations and implementation recommendations.
- Estimate of Costs – provides detailed cost estimates for trail implementation, including costs separated by subreach.
- Next Steps – provides suggestions for obtaining funding and outlines a course of action for phasing and constructing the trail.

Trail Plaque

Site Setting

Physical Setting

Los Gatos Creek stretches from the Santa Cruz Mountains to the Guadalupe River. The creek flows northward, through Lexington Reservoir County Park, Vasona Lake County Park and Los Gatos Creek County Park in Los Gatos, Campbell Park in Campbell, and joins the Guadalupe River Park in San José, eventually emptying into the San Francisco Bay as it follows approximately 8 miles of the Guadalupe River Trail System.

Situated between Auzerais Avenue to the south and West Santa Clara Street to the north (refer to Figure 3), Reach 5 contains numerous notable physical features. The most prominent include: a dense riparian vegetation along the creek and a narrow, steep creek bank that is nearly vertical in some areas. The creek water depths range from a few inches in summer to several feet in winter, though the 100-year floodplain generally spans to the top of bank. Six foot high chainlink fences run parallel along both of the creek's banks, and in general separates the creek corridor

Figure 3: Project Location Map

1 Reach 4 trail connection

2 Auzerais Avenue crossing

3 SCVWD service road alignment

4 Residential development frontage

5 Caltrain/SPRR tracks

6 Alignment at SPRR bridge

7 Creek corridor underneath West San Carlos Street.

8 Alignment at Fire Department Training Facility driveway

9 Alignment at South Montgomery Street frontage

Figure 4: Photographic Log

10 Private property abutting creek bank

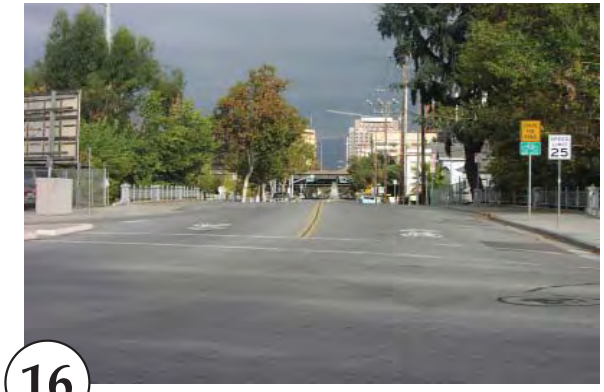
11 San Fernando Light Rail Station

12 Pedestrian crossing gates

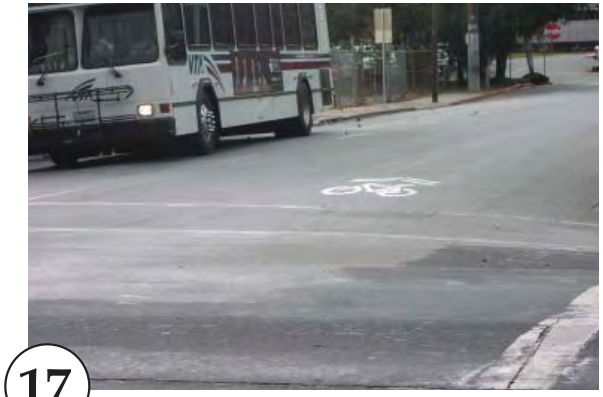
13 Light rail station

14 Former San Jose Water Company parcel

15 South Autumn Street / West San Fernando Street Intersection



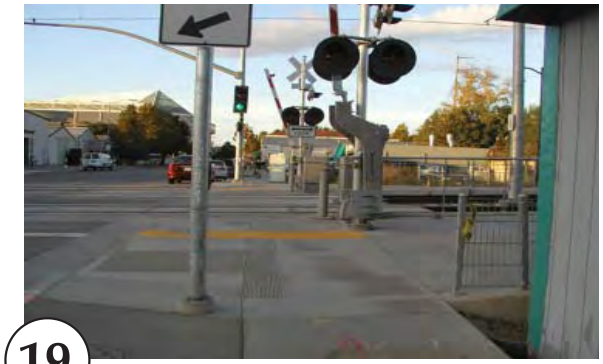
16 West San Fernando Street



17 West San Fernando Street bike route

18 Sloped sidewalk at South Autumn Street

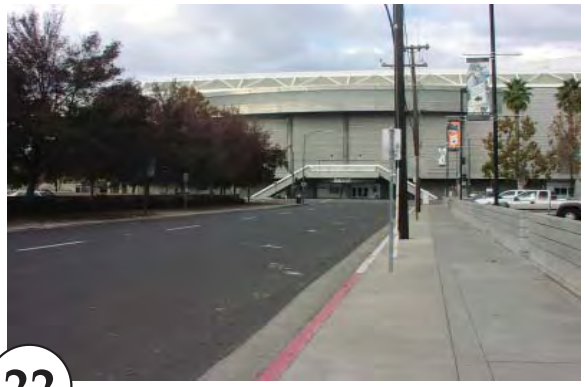
Figure 4: Photographic Log



19 Light rail track crossing

20 South Autumn Street

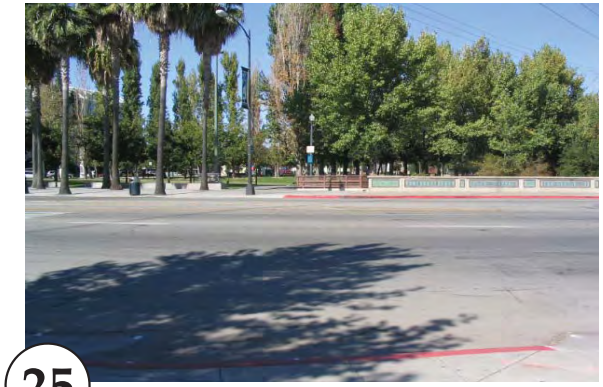
21 South Autumn Street



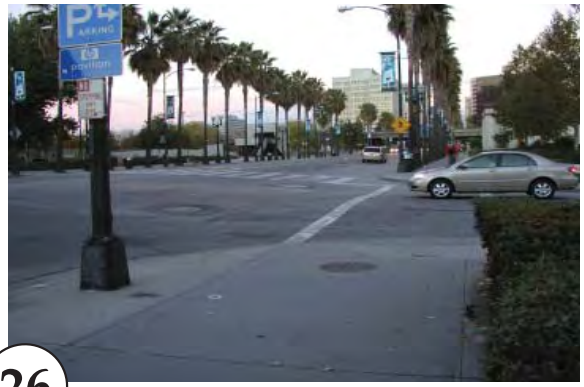
22 South Montgomery Street

23 South Montgomery Street

24 Diridon Transit Station



25 West Santa Clara Street at-grade crossing



26 Crosswalk at Delmas Avenue

27 Guadalupe River Park

Figure 4: Photographic Log

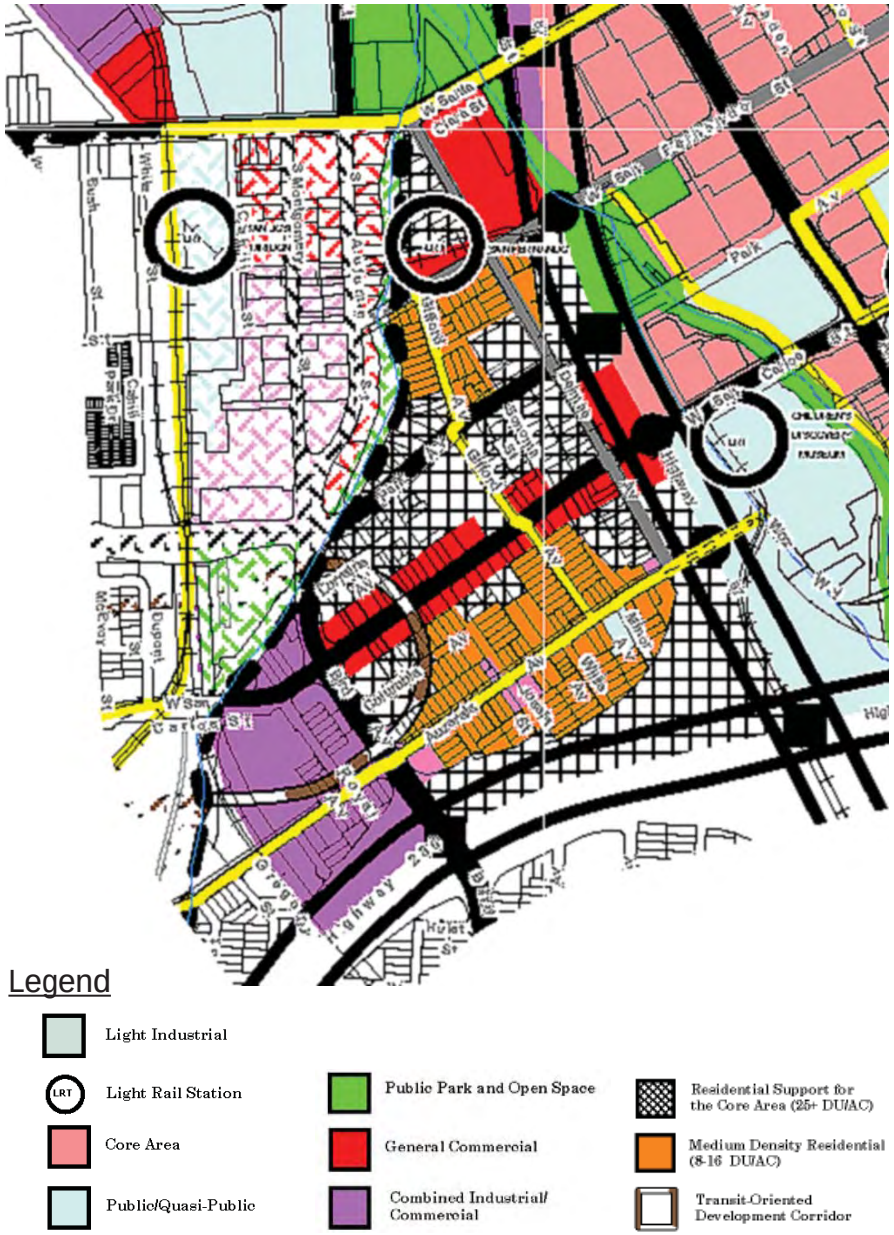


Figure 5: Downtown Plan

from adjacent private property. The fence transitions to bridge railings where the creek crosses beneath existing roadways.

From south to north Reach 5 is bounded on the west by a medium-density residential development, the City Fire Training Facility, private businesses, and the Diridon Station and parking lot. Proceeding from south to north the trail is bounded on its eastern edge by Los Gatos Creek, private businesses and a few residential properties.

The neighborhood is primarily business and industrial, though current and proposed housing development projects in the area will change the character to be more residential.

Adjacent Land Uses

Reach 5 is adjacent to the Downtown Core Area (see Figure 5). The land uses (as defined by the City of San José *2020 General Plan)* immediately adjacent to the creek corridor are:

- Public Park / Open Space
- Residential Support for the Core Area
- Combined Industrial / Commercial
- General Commercial
- Medium Density Residential
- Public / Quasi-Public
- Light Industrial
- Transit-Oriented Development Corridor
- Mixed-Use Zone

Cultural History

Trails along Los Gatos Creek trail have been in use for hundreds of years. The Ohlone Indians, who inhabited Santa Clara Val-

ley, used the creek route as a trail from the Valley into the Santa Cruz Mountains, and on to the coast. The trail was also used by Spanish missionaries, early settlers and stage coach travelers.

Spanish missionaries arrived in the Valley by 1769 and founded Mission Santa Clara de Asis in 1777. The Spanish lived in the area until the mid-nineteenth century when the discovery of gold brought American explorers to California by the thousands. By 1850, California was granted statehood, and San Jose served as its first capitol.

In the late 1850's, a small farmer's association diverted water from the Los Gatos Creek to supply water to farms between Los Gatos and the Willow Glen area of San José. This ditch, known as 'Kirk Ditch' supplied farmers with water until the mid-1960's, when much of the land was converted to housing. In 1868, the San Jose Water Company diverted water from the Los Gatos Creek, south of Los Gatos, to supply water to the cities of San José and Santa Clara.

Growth in horticulture/fruit production led to innovations in fruit preservation and shipping. From 1890 to 1960, Del Monte Corporation (then known as the California Packing Corporation) constructed several canneries in Santa Clara Valley. The former Del Monte Plant 3, north of Auzerais Avenue, represented over 100 years of industrial architecture.

While San José and Santa Clara continued to grow, individual communities would handle water supply, flood control, and drainage, based on their own needs. Over time, the rapid growth of industry and housing in the valley required that communities work together to address flood protection and water needs. In 1929, the Santa Clara Valley Water District (SCVWD) was formed.

To this day, the SCVWD is responsible for maintaining water supply, providing flood managment, and protecting the water sources within Santa Clara County.

Biological Resources

Riparian habitats are some of the most valuable habitat for wildlife species in California. Within the project area, two habitat providing plant communities have been identified: Mixed riparian woodland and Landscape tree groves.

Reach 5's riparian woodland is comprised of:

- Sycamore
- Alder
- Buckeye
- Big-leaf maple
- Willow
- Walnut

Del Monte Plant 3 Water Tower

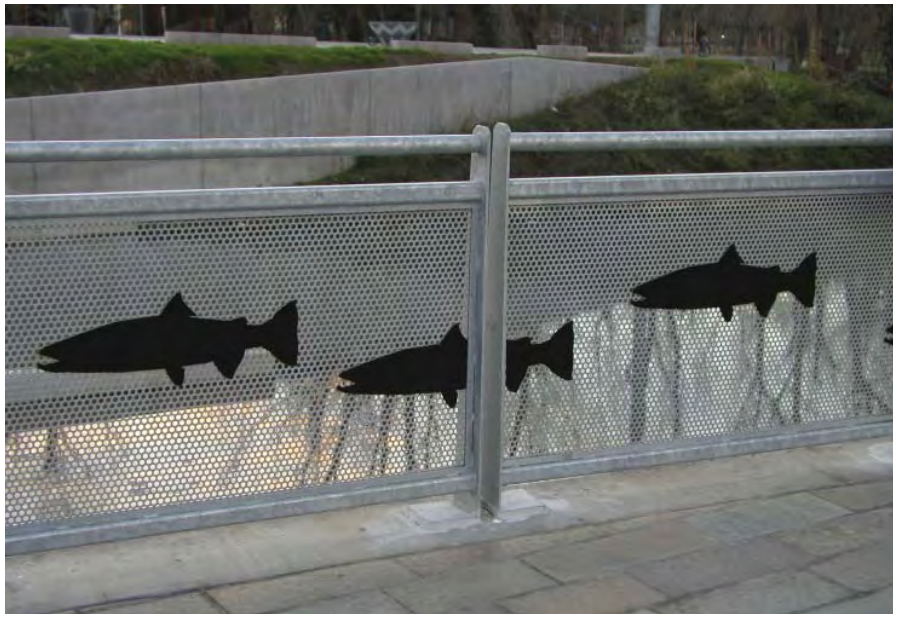
- Eucalyptus
- Locust
- Oak
- Elm
- Bay laurel

Under-story native species include:

- Mugwort
- Smartweed
- Sedge
- Currant
- Poison oak
- Elderberry saplings
- Clotbur
- Blackberry
- Willow

Non-native plant species include:

- Himalaya berry
- English ivy
- Fennel
- Conyza
- Giant Reed
- Tree tobacco
- Smilo grass



Steelhead silhouette on guardrail at Guadalupe River Park

The Los Gatos Creek corridor provides an abundance of shelter, shade and water to serve a community of various species. Common species found within the riparian corridor include:

- Red-tailed hawks
- Woodpeckers
- Warbler
- Egrets
- Striped skunk
- Raccoon
- Fox squirrels

Los Gatos Creek is also a rich habitat for aquatic species . Those listed as endangered under federal protection status include:

- Frogs
- Fish
- Turtles
- Steelhead trout

Other animals with special wildlife status include:

- Chinook salmon
- Cooper's hawk
- Western Pond turtle
- Dusky-footed woodrat

Goals and Objectives

The goals and objectives of the Master Plan were identified in concert with project stakeholders to guide decisions throughout. They include General, Circulation, Land Use, Education, Environmental Resources, and Aesthetic goals as elaborated below.

General

- Provide connections to Reach 4 and Guadalupe River Park.
- Accommodate growing need for additional bicycle, pedestrian and recreational facilities.
- Provide creek-side trail for enjoyment by, and education of, residents.
- Provide a trail system that is accessible to all users regardless of ability.
- Plan an alignment that follows as closely as possible the Los Gatos Creek corridor.
- Minimize maintenance requirements by using appropriate and durable materials and limiting planting and other amenities to key areas.
- Evaluate alternative alignments and identify a recommended alignment that best balances aesthetic, environmental, educational, functional needs, safety, property ownership and regulatory constraints.
- Provide recommendations for trail development addressing alignment, way finding, street crossings and site amenities.

Auzerais Avenue Trailhead at Reach 4


West Santa Clara Street bridge

- Provide trail recommendations consistent with the spirit of the policies set forth in Santa Clara County's *Countywide Trails Master Plan Update* and *Uniform Interjurisdictional Trail Design, Use, and Management Guidelines;* the City of San José's *Greenprint for Parks and Community Facilities and Programs – A Twenty-Year Strategic Plan; 2020 General Plan;* and *Riparian Corridor Policy Study,* and Mayor Chuck Reed's Green Vision.
- Consider the concerns of affected stakeholders, agencies and local residents.
- Provide plazas to allow for social interaction and to cultivate a sense of community.
- Provide opportunities for exercise and mental stimulation.

Auzerais Avenue bridge

- Maximize continuity to support bicycle commuting.

Circulation

- Provide pedestrian and bicycle links to existing trail systems and open park space.
- Minimize pedestrian, bicycle, and vehicular conflicts.
- Maximize trail visibility for security.
- Encourage alternative transportation modes by providing connections between existing and proposed trails, bikeways, light rail lines, and bus lines.
- Expand connections to parks, schools, and other destinations of interest as well as the City-wide trail network.

Land Use

- Minimize impacts to riparian corridor.
- Utilize areas already impacted by existing development for improvements.
- Ensure that improvements are compatible with existing land uses.
- Define alignment to ensure development as land uses change over time.

Education

- Facilitate awareness of sensitive riparian corridor environments.
- Promote conservation of resources.

Environmental Resources

- Avoid altering creek habitat to protect steelhead habi-

tat.
- Align trail to minimize impacts to existing riparian vegetation.

Aesthetic

- Provide public access to open space and views.
- Design to deter vandalism, litter, and dumping.
- Create a trail system with consistent and unified appearance, especially in signage, markings, and amenities.

Planning Process

Overview

The master planning process included contributions from numerous agencies and took three years to complete. Agency input was integrated into the Master Plan and development guidelines.

The following steps were taken during the development of the Master Plan:

- Project Start-Up
- Site Reconnaissance and Analysis
- Alternatives Analysis
- Master Plan Refinement

Project site walk at West San Fernando Street bridge

Project site walk at Park Avenue

- Environmental Analysis and Clearance
- Community Outreach

Project Start-Up

The first staff meeting was conducted on October 4, 2005 to review:

- Project limits and objectives
- Planning process
- Proposed trail alignment
- Potential environmental impacts of the alignment
- Anticipated schedule and funding

The project is located in an actively redeveloping area; the alignment spans the midtown area and the Diridon Station area of

downtown. Some of the adjacent projects identified at the meeting included:

- Reach 4 of the Los Gatos Creek trail south of Auzerais Avenue.
- Residential development north of Auzerais Avenue.
- Potential high speed rail development by West San Carlos Street.
- Possible residential development north of the San Fernando Light Rail Station at the former San José Water Company parcel.
- Below-grade Bay Area Rapid Transit (BART) line running parallel to and south of West Santa Clara Street towards the Diridon Station.
- Several Redevelopment Agency projects in the vicinity of Autumn Street. Redevelopment Agency projects included: relocation of a PG&E substation to the Fire Department Training Facility site, a potential soccer stadium, and a potential baseball stadium.
- City Department of Transportation (DOT) has plans to widen South Autumn Street.

Site Reconnaissance and Analysis

The mile-long trail corridor contains property belonging to the City of San José, Santa Clara Valley Water District, Peninsula Corridor Joint Powers Board, Caltrans, Santa Clara Valley Transportation Authority, and private parties. To address the concerns of stakeholders, numerous meetings were conducted during the master planning process. A Technical Advisory Committee (TAC) was comprised of City staff and representatives from local, state, and federal agencies.

On October 26, 2005, City staff and project consultants conducted TAC meeting #1 which consisted of a site walk to orient attendees to the site, review anticipated planning challenges, and discuss opportunities and constraints of the anticipated alignment. This site walk provided data and comments which were incorporated into an Opportunities and Constraints Plan and under-crossing studies for Reach 5 (refer to figures 6 through 11).

The Opportunities and Constraints Plan (pages 19-24) delineates the following:

- Property ownership and land use.
- Riparian corridor limit and 10' riparian buffer.
- Approximate 2.3-year and 100-year water elevations. The 2.3 year water elevation generally reflects the limits of U.S. Army Corps of Engineers jurisdiction, while the 100 year water elevation is an important benchmark to evaluate flood impacts.
- Grades and utilities.
- Existing site features.

Retaining wall north of West Santa Clara Street

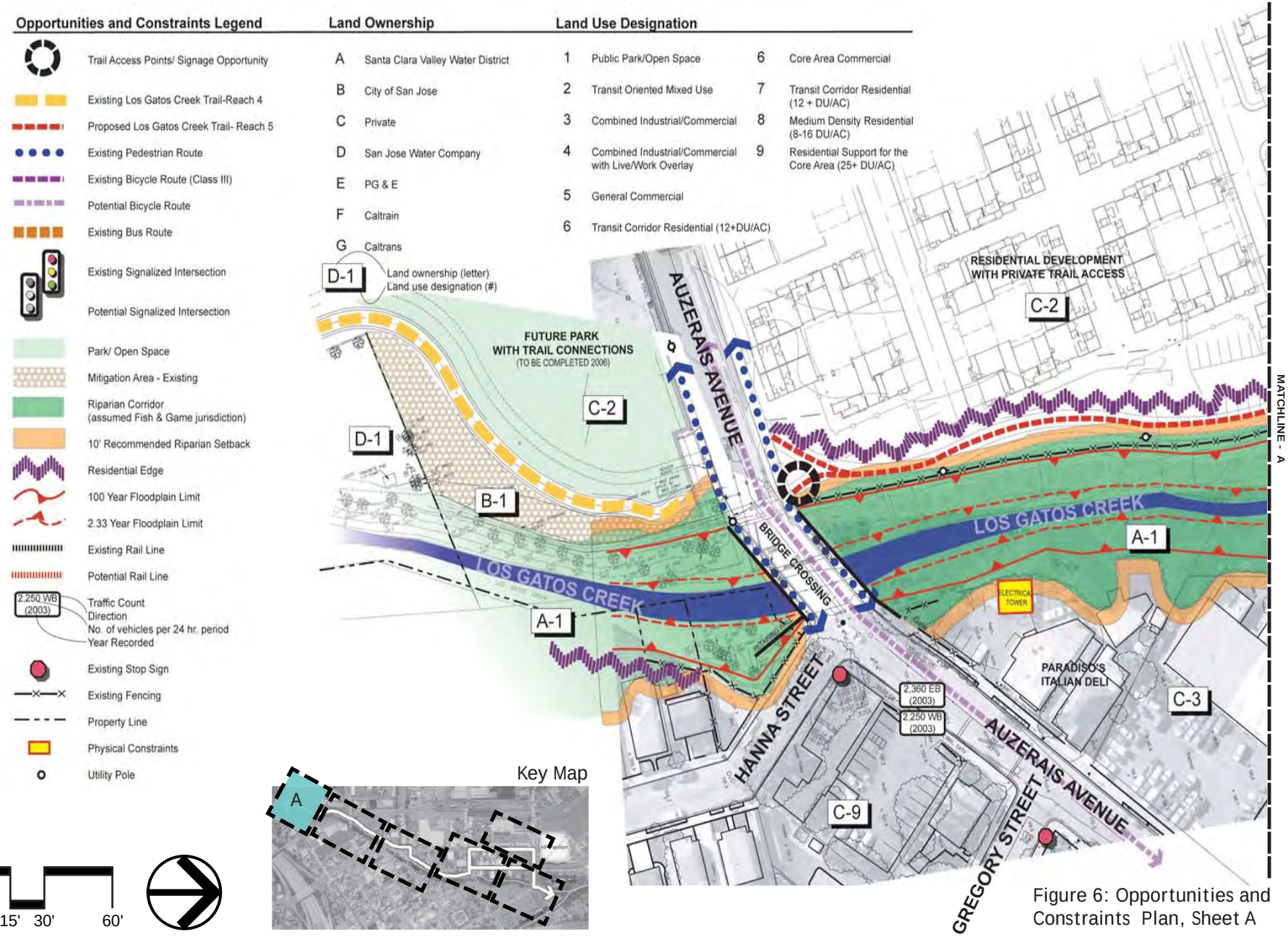


Figure 6: Opportunities and Constraints Plan, Sheet A

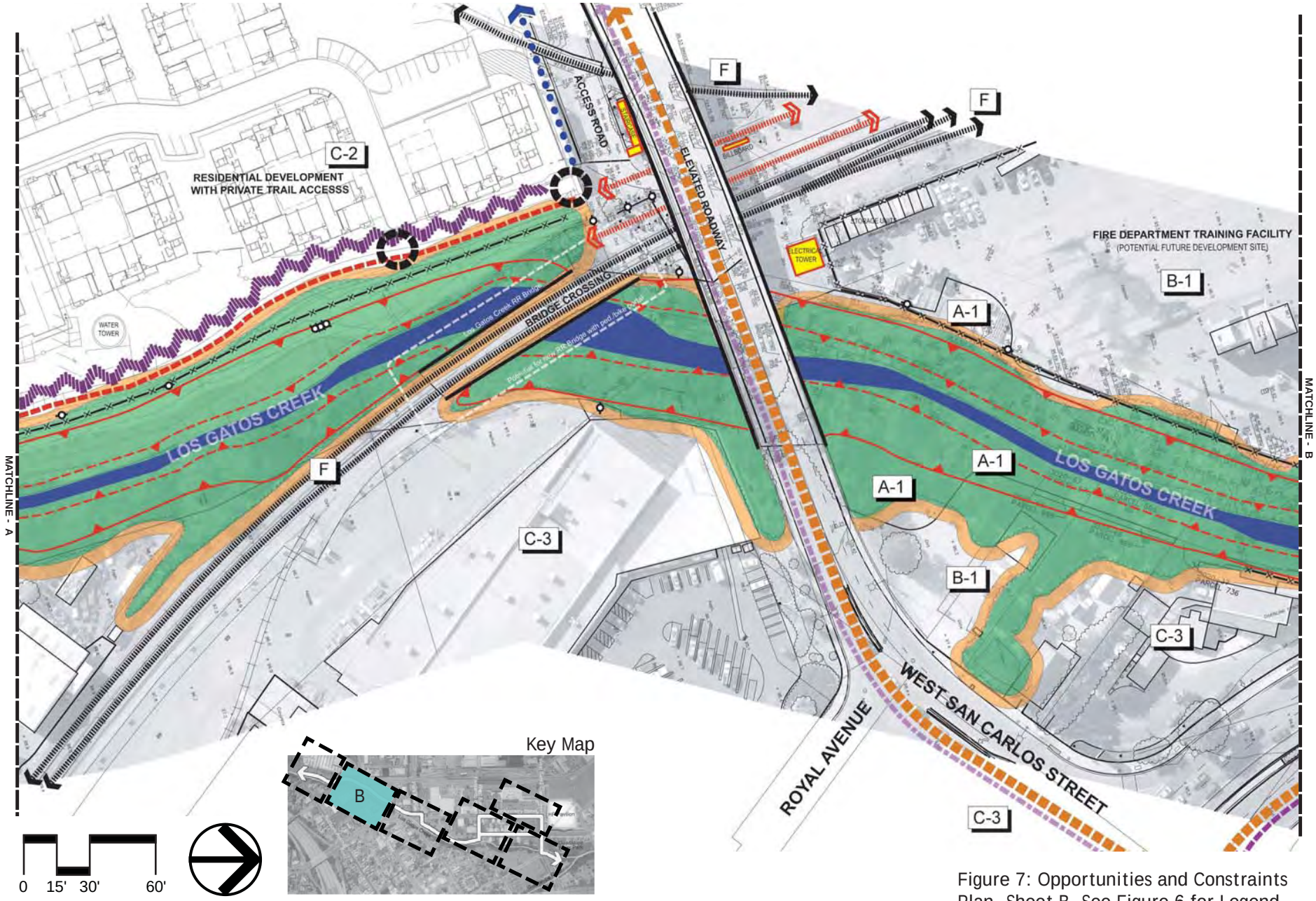


Figure 7: Opportunities and Constraints Plan, Sheet B. See Figure 6 for Legend

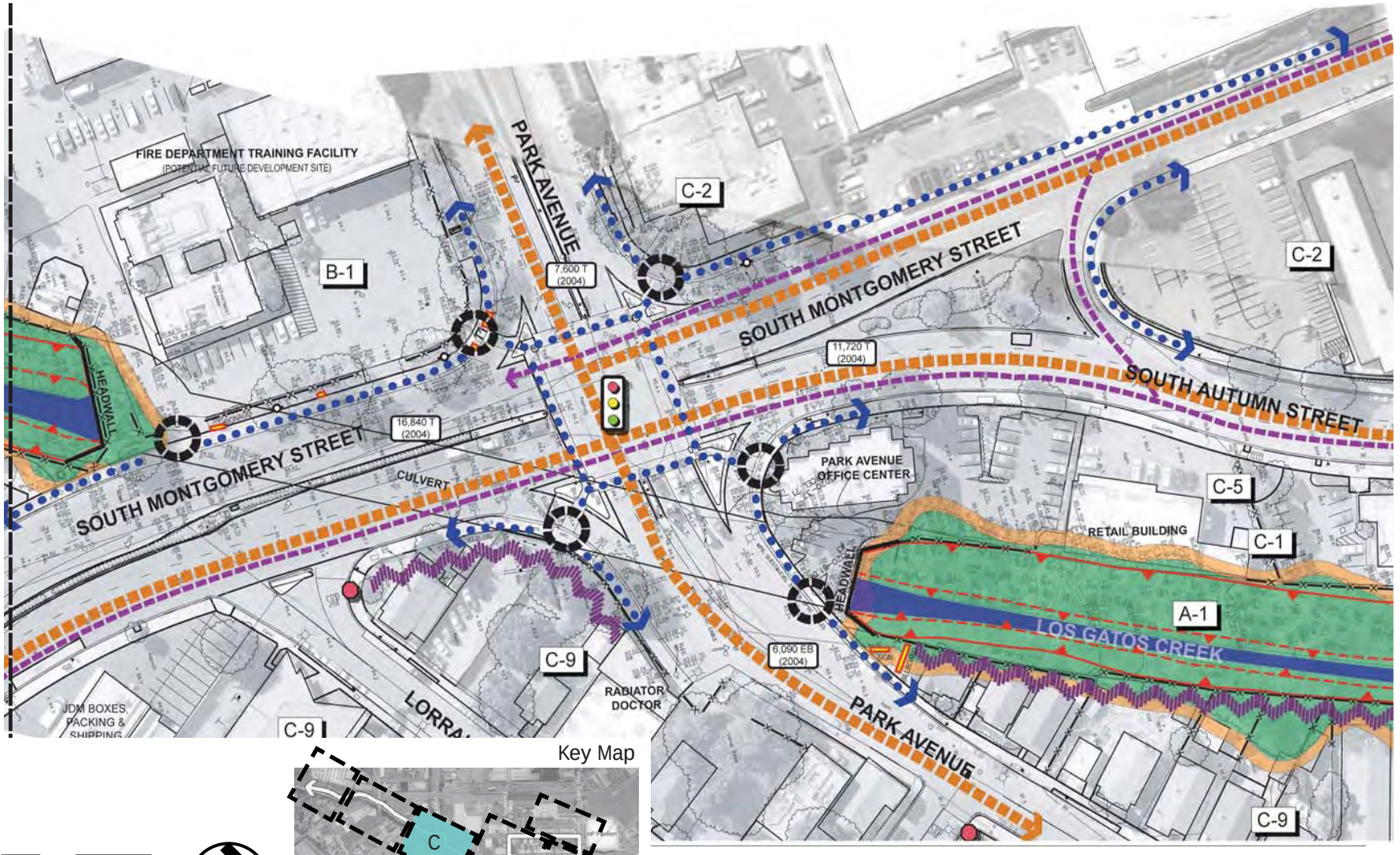


Figure 8: Opportunities and Constraints Plan, Sheet C. See Figure 6 for Legend

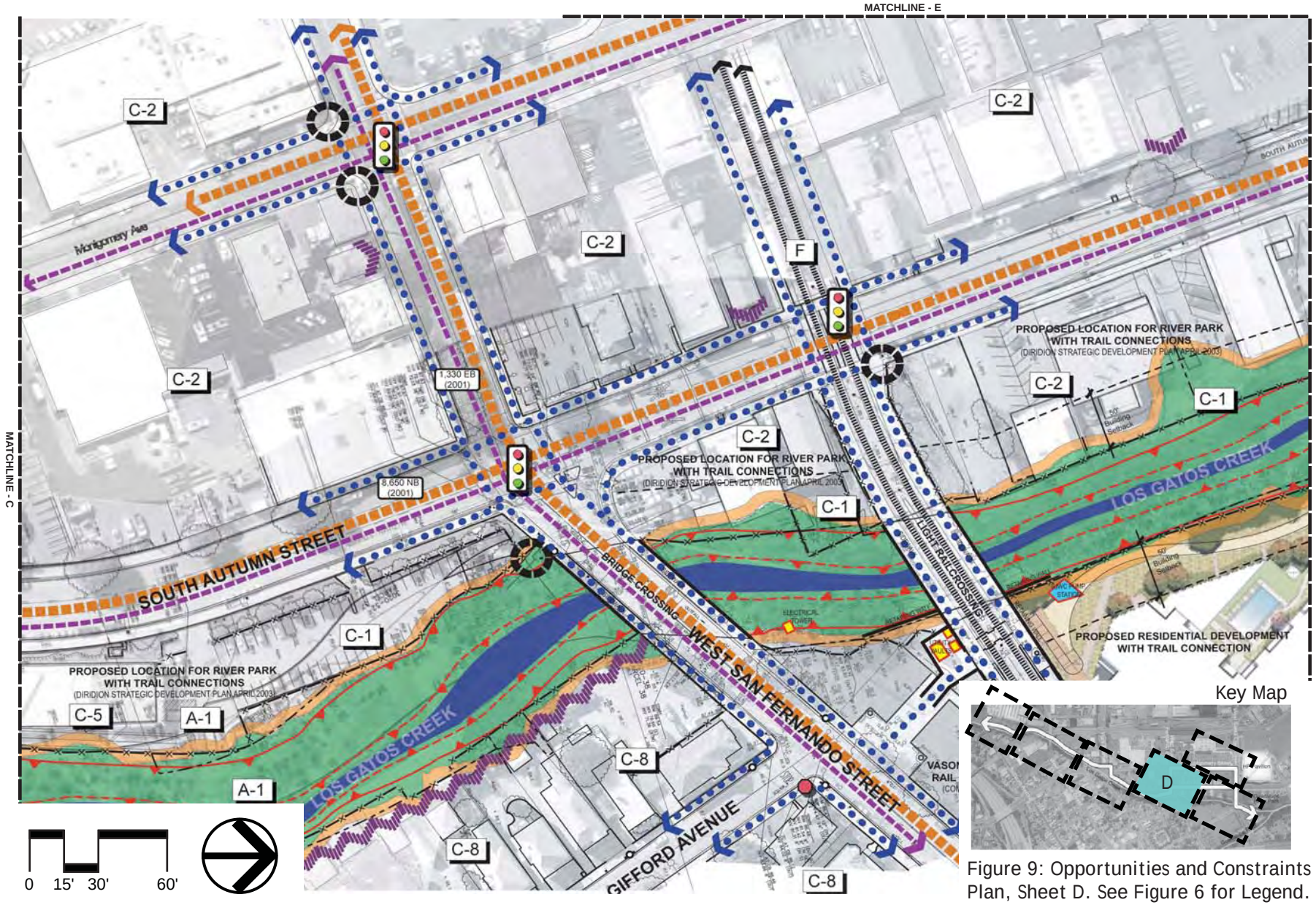


Figure 9: Opportunities and Constraints Plan, Sheet D. See Figure 6 for Legend.

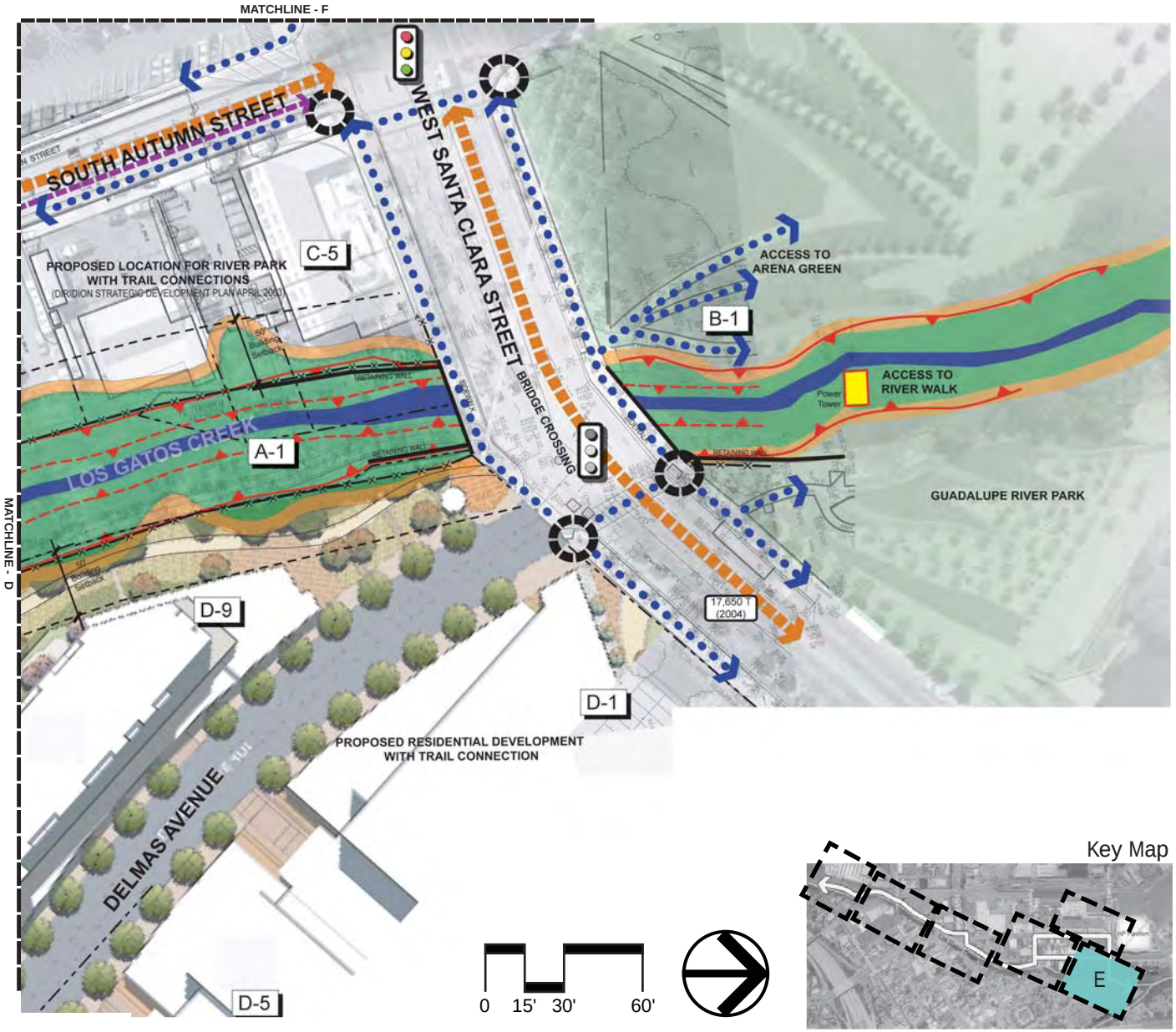
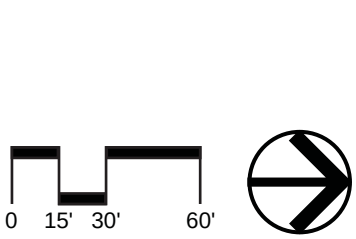


Figure 10: Opportunities and Constraints Plan, Sheet E. See Figure 6 for Legend.



Key Map

Figure 11: Opportunities and Constraints Plan, Sheet F. See Figure 6 for Legend.

- Existing pedestrian, bicycle and vehicular circulation patterns.
- Connection to Reach 4 trail.
- Vehicular traffic counts.
- Potential access nodes and signage opportunity.
- Potential bicycle and rail line routes.
- Residential limits.

The consensus at the TAC Meeting #1 site walk was that an under-crossing at Auzerais Avenue and West San Fernando Street should be eliminated from further consideration since they were not critical to maintaining trail continuity and their elimination would help reduce the net project impact on the riparian corridor.

Alternatives Analysis

Because over two decades had passed since the original Master Plan for the overall Los Gatos Creek Trail was completed, it was prudent to re-evaluate the Reach 5 alignment recommended in that plan. The original Master Plan located the trail on the west bank of the creek; however, significant development has occurred on the western bank since the time of Master Plan completion in the 1980s. With the western bank fully developed from the street to the creek corridor, between West San Fernando Street and West Santa Clara, no room remained for trail development.

With this constraint, evaluation of several alternative alignments were explored. Each of the alternatives was evaluated according to site conditions, goals and objectives, environmental impact, and feasibility. The following is a brief description of the alignments that were studied. For clarity, Reach 5 has been broken into five sub-reaches:

- Reach 5A: Auzerais Avenue to SPRR Railway under-crossing
- Reach 5B: SPRR Railway under-crossing at West San Carlos Street
- Reach 5C: SPRR Railway under-crossing to Park Avenue
- Reach 5D: Park Avenue to West San Fernando Street
- Reach 5E: West San Fernando Street to West Santa Clara Street

In addition, and not defined by this Master Plan, a light rail station path is planned between Guadalupe River Park and the San Fernando Light Rail Station. The path will be along the former San Jose Water Company parcel (surface parking lot), with a ramped connection on the north side of the station. It will be developed as the parcel is developed. This ramped connection is auxiliary to and not part of the trail.

Each of the sub-reaches was evaluated for alignment alternatives. Figures 12A, 12B, and the following describe the alignments evaluated.

Reach 5A - Auzerais Avenue to SPRR Railway under-crossing

The trail alignment in this sub-reach was designed by a residential developer as part of the conditions of approval for the development project. The trail meanders parallel to and directly west of the Los Gatos Creek banks, between the creek and residences. The alignment alternatives evaluation focused on the trail crossing at Auzerais Avenue, where Reach 5 connects to Reach 4. Three alternatives were evaluated:

- 5A.1 At-grade crossing:
  - An at-grade crossing would allow year-round access and would be a required element of an under-crossing option (noted below). Auzerais Avenue curves at the trail crosswalk location necessitating an evaluation of sight lines. A crosswalk at the crossing would require a warrant study to be conducted by the City's Department of Transportation (DOT).

- 5A.2 Under-crossing:
  - Per the Hydrology Study for Reach 4, an under-crossing at Auzerais Avenue would likely be flooded annually during even moderate winter storm events.
  - The outflow culvert and spillway beneath the Auzerais Avenue bridge would adversely impact the utility of a below-grade or creek level alignment.

- 5A.3 Bridge / over-crossing:
  - A bridge over Auzerais Avenue was briefly considered but was dismissed due to the potential for significant environmental impacts. The over-crossing could present privacy issues for the homes designed without anticipation of the potential over-crossing structure and could result in a negative aesthetic impact.

Reach 5B - SPRR Railway under-crossing at West San Carlos Street

Addressing the multiple transportation, utility, and environmental constraints present in this sub-reach was the primary challenge in determining a trail alignment under West San Carlos Street. Transportation constraints included:

- Active rail lines above the creek.
- Raised West San Carlos Street roadway above rail lines.
- Presence of a setback for future rail lines.
- Multiple roadway and rail line support columns.

The rail corridor is utilized by freight trains and by Caltrain, which is overseen by the Peninsula Corridor Joint Powers Board (JPB). Caltrain operations include a mix of local, limited, and express weekday trains with hourly local trains on Saturday and Sunday. Trips originate on a half hour basis every weekday, with more service provided during commute hours. Weekend and holiday trips occur on the hour. The need to maintain these operations provides a very limited construction window for construction of the under-crossing. JPB has plans to add a third track on the west side of the existing tracks, utilizing a new bridge to replace the existing bridge.

The West San Carlos Street roadway is elevated above the creek to provide sufficient clearance above the rail lines below. The roadway has been identified as requiring realigning to grade level should a planned high speed rail line pass through the area. Pedestrian access from the creek to the roadway is provided via a set of stairs on the south side of the road.

The rail and roadway operations result in a number of utility constraints in the area, including:

- High voltage electrical lines supporting the rail


PG&E tower


SPRR bridge

line operations.
- Manhole covers.
- Storm drain outfalls in the West San Carlos Street support columns.
- High voltage PG&E transmission lines supported by a tower located on the north side of West San Carlos Street.

The environmental constraints stem primarily from the presence of dense riparian vegetation and the steep banks along Los Gatos Creek.

A number of crossing alternatives were evaluated for this subreach:

- 5B.1 At-grade crossing at the Railway Bridge: This option was quickly deemed infeasible. Though a number of at-grade trail and rail crossings exist, new crossings are strongly discouraged by the California Public Utilities Commission (CPUC) and there is a federal mandate to reduce crossings.

- 5B.2 Under-crossing at Railway Bridge: Crossing beneath the existing bridge would require a minimum 8′ vertical head clearance. A ramp would be required to address the 14 foot grade difference between top of bank and the under-crossing.
  - The shortest ramp would utilize an 8.33% longitudinal slope. Level landings would be required for every 30″ of rise in the ramp elevation. These landings would make the ramps difficult to negotiate for some bicyclists.
  - Alternatively, a longer ramp utilizing a 5% longitudinal slope could be used. The 5% ramp would be 34′ longer than the 8.33% ramp and would result in removal of an additional two trees. Because landings are not required, a 5% ramp would be more comfortable for bicyclists to use.

- 5B.3 Bridge / Over-crossing with ramp
  - Switchback ramp up to bridge would require SPRR Railway approval of the structure due to its location within ten feet of active rails.
  - Bridge support structures would likely interfere with future Caltrain track expansion plans.

- 5B.4 Bridge / Over-crossing with elevator
  - JPB could not make the necessary lands available for purchase by the City for placement of the eleva-

tor structure because of their rail line operational needs.
  - The City's Parks, Recreation, and Neighborhood Services Department, which typically maintain all City trails, would not be able to maintain the elevator within the current climate of reducing resources.
  - Trail users may opt to not use it, and instead attempt to cross the rail lines at-grade.
  - The use of elevators is somewhat inconsistent with a nature trail experience.

- 5B.5 Tunnel / Under-crossing
  - Construction of a tunnel below the active rail lines would be costly and require a lengthy approval and construction process.
  - As no record drawings of existing bridge abutments are available, the structural uncertainties involved with tunneling behind it may require replacement of the abutment.
  - Due to existing bridge structures (railroad and West San Carlos Street), a tunnel would either have a skewed or perpendicular alignment to the trail. Both options create concerns over trail user sightlines and visibility for policing trail activities.

Reach 5C - SPRR Railway Under-crossing to Park Avenue

The main constraints in this sub-reach were maintaining trail visibility and continuity, and providing a sufficiently wide Class I trail. Alternatives evaluated included:

- 5C.A Trail to follow Fire Department Training Facility

Box culvert under South Montgomery Street

South Montgomery Street sidewalk

North end of box culvert

fenceline
- 5C.1A A temporary trail is possible if aligned on the east side of the fence, on Santa Clara Valley Water District property.
- 5C.1B The permanent trail will be located on City property. The only City property in the area is the Fire Department Training Facility. A trail on the property would require relocation of the training facility because current operations make use of the entire site.

- 5C.2 Widen sidewalk and install 5' landscape buffer between trail and South Montgomery Street, and a 5' landscape buffer between trail and Fire Department Training Facility.
  - Requires that the right-of-way (ROW) on the west side of South Montgomery Street be widened with a corresponding reduction of the Fire Department Training Facility property.
  - High cost to relocate the existing light poles and utility pedestals along South Montgomery Street to accommodate the landscape buffers.
  - The City has plans to widen Park Avenue to a 90 foot ROW in the future but for the purposes of the Master Plan, the existing sidewalk on the west side of South Montgomery Street and north east side Park Avenue will remain and not be expanded to accommodate a Class I width.

Reach 5D - Park Avenue to West San Fernando Street

The main constraints in this sub-reach were crossing an intersection and providing a sufficiently wide Class I trail. Alternatives evaluated for the intersection included:

- 5D.1 Trail to follow creek through culvert below South Montgomery Street
  - Culvert provides low visibility for surveillance of trail activities.
  - Trail would be built within the active creek channel, impacting the flow through the culvert.
  - Guardrails would be required, becoming debris traps during flooding.
  - Under-crossing would likely be flooded during winter storm events.

- 5D.2 At-grade crossing of Park Avenue / South Montgomery Street
  - Allows year-round access.

- Utilize existing traffic signal.

Between Park Avenue and West San Fernando Street, existing buildings and their associated parking lots result in less than a 10′ width available for the trail. Alternatives evaluated included:

- 5D.3 Cantilever trail over creek bank
  - Eliminates need for removal of parking spaces.
  - Significant riparian impact.

- 5D.4 Eliminate and relocate parking spaces to obtain sufficient trail width
  - Need to maintain appropriate driveway width.
  - Displaced parking spaces must be provided elsewhere on site.

- 5D.5 Remove one of the buildings
  - Significantly reduces impact on riparian corridor.
  - Allows for relocation of parking spaces displaced by trail improvements near Park Avenue.
  - Consistent with past planning document (Diridon Area Master Plan).

Reach 5E – West San Fernando Street to West Santa Clara Street

The main constraints in this sub-reach were providing an at-grade crossing of the light rail tracks, a grade-separated crossing at West San Fernando and West Santa Clara Streets, and maintaining a Class I trail facility.

Between West San Fernando Street and West Santa Clara Street, the desire to maintain a continuous Class I trail facility was constrained by safety requirements for crossing the light rail tracks. Alternatives evaluated included:

West Santa Clara Street bridge

- 5E.1 Widen northern sidewalk on West San Fernando Street to provide Class I trail on bridge
  - Results in potential damage to vintage bridge structure.
  - Does not allow for widening due to road curvature.
  - Deviates from original Los Gatos Creek Trail Master Plan alignment.

- 5E.2 Under-crossing at West San Fernando Street
  - Extensive impact on riparian corridor because under-crossing would also be required at San

Fernando light rail station, resulting in a large development footprint.
  - Crossing would likely be flooded annually during even moderate winter storm events.
  - Potential damage to abutments of historically significant bridge structure.
  - Trail would terminate between creek's west bank and private property, making connection to West Santa Clara Street infeasible.
  - It is consistent with original Los Gatos Creek Trail Master Plan alignment.

- 5E.3 Align a Class I trail along South Autumn Street past West San Fernando Street to the light rail tracks
  - Implementing Class I trail (minimum 8' paved width) without widening the sidewalk is difficult due to steep grades along South Autumn Street.
  - Deviates from original Los Gatos Creek Trail Master Plan alignment.

- 5E.4 Separate pedestrians and bicyclists, with pedestrians using existing sidewalks and bicyclists using existing Class III bike routes along South Autumn Street and Montgomery Street.
  - Less convenient route for bicyclists.
  - Minimizes potential pedestrian and bicyclist conflicts.
  - Requires that bicyclists walk their bicycles along the sidewalk or ride with traffic for a short section between South Autumn Street and South Montgomery Street along West Santa Clara Street.
  - Does not provide Class I trail experience.
  - Deviates from original Los Gatos Creek Trail Master Plan alignment

- 5E.5 Align trail along West San Fernando Street to South Autumn Street, then turn north through San Fernando Light Rail Station utilizing existing pedestrian gates
  - Potential conflicts between trail and station user.
  - Potential conflicts between trail user and light rail train.
  - Deviates from original Los Gatos Creek Trail Master Plan alignment.

At West Santa Clara Street, the desire to maintain a continuous Class I trail facility was constrained by hydraulic and habitat considerations. Alternatives evaluated included:

- 5E.6 At-grade crossing
  - Requires installation of a new traffic signal at Delmas Avenue.
  - Allows year round access.

- 5E.7 Bridge / over-crossing
  - Necessary vertical clearance of the roadway requires long ramp sections up to the bridge and would significantly encroach into a small park (confluence point, part of Guadalupe River Park).
  - Clear-span of bridge would require large structure and would be costly.
  - A bridge would have a major visual impact on the area.
  - Ramps to bridge would likely deter certain users.

- 5E.8 Under-crossing
  - Results in significant environmental impacts.
  - Raises 100 year flood elevation level, resulting in reduction of freeboard clearance below acceptable levels.

Master Plan Refinement

The master plan refinement process involved the following steps:

- Staff Meeting #2
- TAC Meeting #2
- Staff Meeting #3
- TAC Update #3
- Staff Meeting #4
- TAC Update #4

Each of these steps represents a design iteration where refinements were made to the preliminary trail alignment to address comments from TAC members. These refinements have resulted in the recommended trail alignment shown in this document.

The Opportunities and Constraints Plan and under-crossing

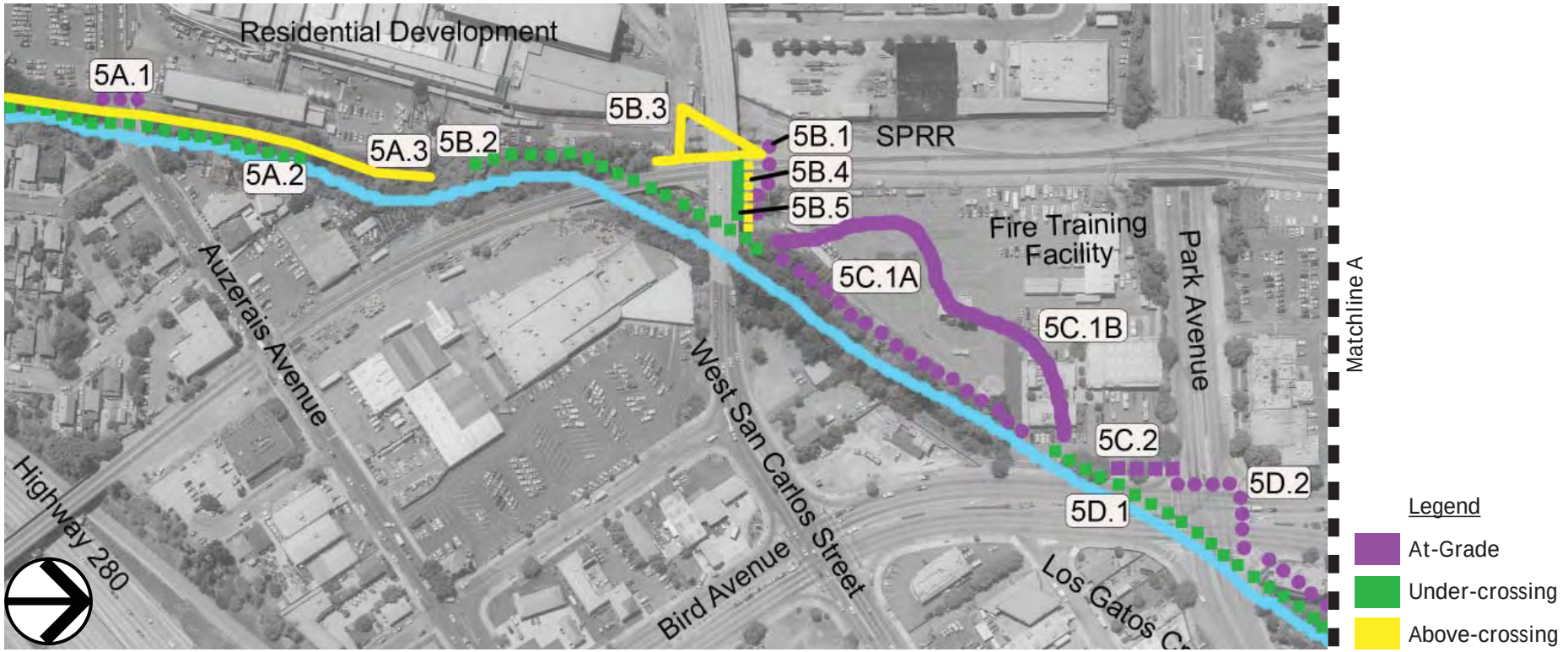


Figure 12A: Alternative Alignments Plan

feasibility studies prepared during the Site Reconnaissance and Analysis phase were presented to the City at Staff Meeting #2 held on December 5, 2005. The preferred crossing options discussed at this meeting were as follows:

- An at-grade crossing at Auzerais Avenue was preferred due to its relatively low traffic volumes. An under- and over-crossing were deemed infeasible due to extensive mitigation impacts that would result from an under-crossing, and privacy and visual quality impacts that would result from an over-crossing.

- A trail alignment under the railroad bridge, aligned to utilize the outer bay of the bridge, was preferred as it best balanced a number of competing goals: minimize impacts to rail operations, maintain efficient bicycle commuter route, separate trail users from vehicular traffic, minimize riparian corridor impacts, minimize utility impacts, and maintain trail visibility.

- An at-grade crossing at Park Avenue was preferred to an under-crossing through the creek culvert in order to maximize visibility of the trail and minimize flood impacts.

- An at-grade crossing at West San Fernando Street was preferred to an under-crossing in order to minimize impacts to a bridge structure and to the riparian corridor. Other limitations of the under-crossing include termination on the

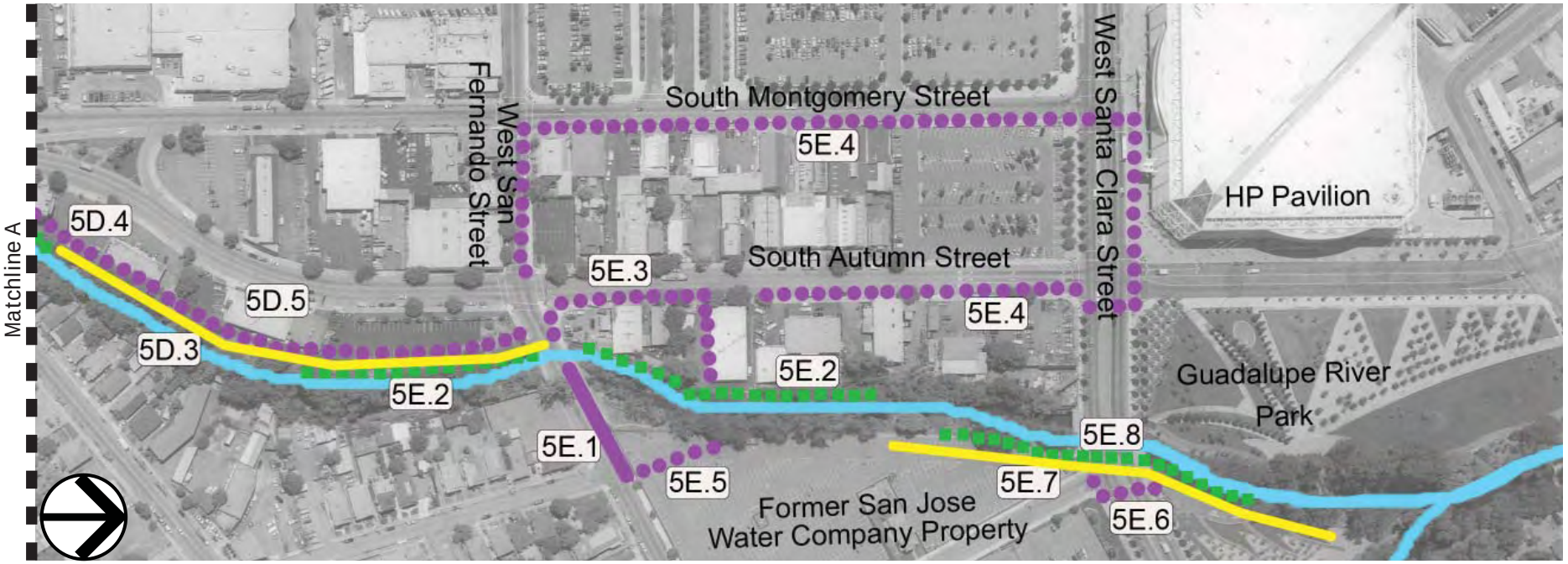


Figure 12B: Alternative Alignments Plan, See Figure 12A for Legend

"wrong" side of the creek (west side) and a lack of connectivity with the San Fernando light rail station.

- An at-grade crossing of the light rail tracks at the San Fernando light rail station through an existing pedestrian gate was preferred to provide access from the trail to Confluence Park on the eastern side of Los Gatos Creek. This eastern trail segment was a condition of approval for the redevelopment of the former San Jose Water Company (SJWC) parcel. Continuing the trail on the western side of the creek was infeasible due to a lack of City right-of-way.

- An under-crossing at West Santa Clara Street was preferred to an over-crossing or at-grade crossing due to existing volumes of vehicular traffic and anticipated vehicular traffic increases that were projected to result from future development projects. An at-grade crossing would be required in conjunction with an under-crossing to address seasonal flood closures of the under-crossing.

  City staff comments were noted and incorporated into revised plans and were presented, for comment, at the TAC meeting #2 held on December 12, 2005. The focus of this meeting was to solicit input from TAC members on the overall trail alignment, and specifically on the proposed street and creek crossings. The crossing feasibility studies focused on the two remaining proposed under-crossings at West San Carlos Street and West Santa Clara Street. The preferred crossing treatments include:

- West San Carlos Street – a trail under-crossing ramping at 5% from top of bank down underneath the railroad bridge in the existing outer bay of the bridge, and underneath the West San

SPRR Railway Bridge

Carlos Street bridge, with an eight foot vertical clearance.

- West Santa Clara Street – a trail under-crossing ramping at 5% from top of bank down underneath the road bridge, adjacent to the existing eastern road bridge abutment wall, with an eight foot vertical clearance.

Staff meeting #3 was held on February 8, 2006 to review the Draft Trail Alignment Plans in advance of TAC Meeting #3. Main comments included:

- Confirm that textured crosswalk paving is ADA accessible.
- Design trail to eliminate need for guardrail on creek side of trail.
- Retain existing sidewalk widths along South Montgomery Street and Park Avenue to minimize impacts to existing utilities, in lieu of proposed widening.
- Utilize existing bike sharrows along West San Fernando Street for trail bicyclists.

TAC Meeting #3 was held on March 8, 2006 to review the Trail Alignment Plans. TAC member comments were recorded and incorporated into the preliminary Master Plan. Main comments included:

- Additional requirements for West San Carlos Street bridge under-crossing were provided by JPB, including provisions for protective fencing, service agreement, and bridge replacement coordination.
- Significant concern was expressed by some attendees about the likely increase in flood levels that would result from the West Santa Clara Street under-crossing.

Following the meeting, concern was expressed by the Santa Clara Valley Water District (SCVWD) that riparian impacts that would result from the under-crossings at West San Carlos Street and at West Santa Clara Street could necessitate preparation of an Environmental Impact Report and would require hydraulic analysis. A hydraulic study was undertaken to address this concern. On November 27, 2006 and June 19, 2007, meetings were held to discuss and resolve SCVWD concerns regarding the results of the hydraulic analysis for the two proposed under-crossings. Concern was expressed by SCVWD that both under-crossings still resulted in significant riparian impacts. In addition, the preliminary results for the West Santa Clara Street under-crossing indicated an unacceptable reduction in minimum freeboard if the proposed improvements were implemented.

Because of these concerns, the West San Carlos Street bridge under-crossing was re-evaluated and several alternatives, including stairs and ramp within the street cul-de-sac were explored. It was determined that the northern terminus of the adjacent residential development trail alignment could be redesigned to incorporate a stairway down to the under-crossing. This would help minimize riparian impacts by providing greater separation between the ramp and stairway grading operations and the riparian corridor. This stairway access would provide emergency access to the trail and railway under-crossing, though it would require SCVWD maintenance trucks to access the trail from Auzerais Avenue only.

A sensitivity analysis of the West Santa Clara Street under-crossing requested by SCVWD at the November meeting indicated that the trail could not be designed to avoid an increase in the 100 year flood elevation that would meet SCVWD and Water Resources Protection Collaborative standards for freeboard. Therefore, this under-crossing was considered infeasible and

Mature riparian trees near Fire Department Training Facility

was eliminated from further consideration. If future hydraulic studies or creek modifications result in a reduction in the increase in water surface elevation, an under-crossing could be pursued at that point in time.

Concerns regarding the proposed light rail station crossing were discussed at meetings held on December 19, 2006 and September 25, 2007. The CPUC and VTA expressed concerns regarding conflicts between light rail and trail users, and determined that a trail crossing using a designated pedestrian gate would pose safety concerns. It was decided that the rail-trail crossing should occur at South Autumn Street, requiring a re-alignment of the trail to South Autumn Street and South Montgomery Street sidewalks and Class III bike routes.

Environmental Analysis and Clearance

Under CEQA guidelines, an environmental document must be prepared to evaluate project impacts and to provide measures to mitigate any potential impacts to a less than significant level. An assessment is required of project impacts on the following factors:

- Aesthetics, recreation and land use
- Air quality and noise
- Biological, mineral and cultural resources
- Geology and soils
- Hazardous materials
- Hydrology and water quality
- Population, housing, utilities and public services
- Transportation and traffic

To assist in the preparation of CEQA requirements, the following technical studies were conducted:

- Biotic
- Cultural resource
- Hazardous materials
- Hydrologic
- Geotechnical

Each of these studies involved performing a site inventory, analyzing project impacts and identifying mitigation measures to reduce impacts to a less than significant level. The proposed trail under-crossing at the railway bridge would affect existing riparian vegetation. This triggered a requirement for mitigation planting on City owned property. In addition, because of anticipated significant impacts and residual impacts that would result from implementation of the under-crossing at West Santa

Overflow channel below SPRR bridge

Clara Street, it was determined that an Environmental Impact Report (EIR) should be prepared. A series of meetings were held to coordinate preparation of the EIR, discuss biotic findings, and discuss mitigation requirements. Further evaluation and documentation of project alternatives was required to meet the EIR requirements.

Close coordination with the SCVWD was required to confirm hydraulic modeling assumptions and to address differences between the two modeling systems used. A hydraulic study was completed to evaluate anticipated flood impacts by the proposed trail improvements on the West Santa Clara Street under-crossing. After a series of meetings were held to address the SCVWD's comments on the preliminary hydraulic findings, the SCVWD concluded that the potential flood impacts were too

Easement would be required for trail through this residential development

great and they would be unable to grant permits for the work in the future. Upon confirmation by the SCVWD that the hydraulic impacts resulting from the under-crossing were unacceptable, causing the elimination of the under-crossing from further consideration, the thresholds of significance were reduced and an Initial Study in lieu of an EIR was prepared.

Prior to final design, completion of National Environmental Policy Act (NEPA) documentation will be required to meet federal funding requirements. The technical studies completed for the Initial Study already address NEPA-required format and content. It is expected that a Categorical Exception would be prepared for the project to meet NEPA requirements.

Community Outreach

Community outreach for the project was completed as part of a series of outreach meetings conducted by the City for the overall Los Gatos Creek Trail and Downtown Strategy Plan projects. In addition, a public scoping meeting was held to receive input on the content of the environmental analysis.

Issues raised at the public scoping meeting included:

- Provide appropriate design of pedestrian and bicycle facilities, in terms of width of pathway, and crossings at streets and light rail.
- Support regular use of the trail to help reduce litter, dumping, drug-use, and encampments.
- Consider painting sidewalk for bike use - similar to European bike lane design.

The project plans have also been made available to the public during the planning process via the City's Trail Program Web site.

Interim Uses

Potential Los Gatos Creek Trail - Reach 5 preliminary alignments shown on the plans are diagrammatic and to be used for general planning purposes only. These plans show possible trail development in some areas that are currently privately owned. By illustrating these potential alignments no determination is being made at this time to acquire the private properties for implementation of the trail Master Plan. The plans only illustrate a possible development plan if implementation of the Master Plan is pursued in the future. Until such time as a determination is made to implement the Master Plan, or a portion thereof, the privately owned properties shown as impacted by this Master Plan may be used and developed according to the General Plan, zoning, and other laws and policies applicable to that property.

Interagency Coordination

Identifying a trail alignment along Los Gatos Creek required resolving of a number of challenging physical, environmental and regulatory issues, which necessitated the involvement of several agencies and various departments of the City of San José.

Property Ownership

The trail passes through several different agencies' properties and jurisdictions. Joint use agreements which include provisions for maintenance of the trail improvements will be required to allow for the eventual development of the trail.

- A joint use agreement is required between the City and the Peninsula Corridor Joint Powers Board (JPB) for the

West San Fernando Street bridge

Agency Name	*Type of Approval*	*Reason for Approval Requirement*
City of San Jose Department of Transportation	Warrant Study	proposed crosswalk at Auzerais Avenue
Regional Water Quality Control Board (RWQCB)	General Permit	construction-related discharge of storm water runoff causing soil disturbance of one or more acres
RWQCB	Waste Discharge Requirement	federal permit issuers (USACE) must certify construction activity meets state water quality standards
Santa Clara Valley Water District (SCVWD)	Joint Use Agreement	permanent trail within SCVWD right-of-way (ROW)
	Construction Permit	construction activity within SCVWD ROW
Peninsula Corridor Joint Powers Board (JPB)	Joint Use Agreement	trail within JPB ROW
JPB	Right-of-entry Permit	design, surveying, and construction work within JPB ROW
JPB	License Agreement	permanent rights to construct trail
JPB	Service Agreement	defray JPB coordination/review costs
Property Owner	Trail Easement	trail within private property
Caltrans	Encroachment Permit	trail within State Route 82
Santa Clara Valley Transportation Authority	Joint Use Agreement	at-grade crossing of light rail tracks on South Autumn Street
PG&E	Design Review	trail within 25' of high voltage transmission tower
California Department of Fish and Game (CDFG)	Streambed Alteration Agreement	impacts to riparian corridor
United States Army Corps of Engineers (USACOE)	Department of Army of Permit	under-crossing at SPRR bridge likely impacts waters of the United States
United States Fish and Wildlife Services (USFWS)	Section 7 Consultation	federal permit issuers (USACOE) must certify that work will not significantly affect endangered/threatened species
National Marine Fisheries Service (NMFS)	Section 7 Consultation	federal permit issuers (USACOE) must certify that work will not significantly affect endangered/threatened species

Figure 13: Agency Approval Matrix

trail under-crossing at the Southern Pacific Railroad Railway (SPRR Railway) railway bridge. A right-of-entry permit will be required between the City and the JPB for trail design, surveying and construction work, and also between the trail Contractor and JPB. A license agreement for property rights to permanently construct the trail and a service agreement to defray JPB costs will be required.

- A joint use agreement and encroachment permit between the City and the Santa Clara Valley Water District (SCVWD) is required for trail improvements falling within the SCVWD property behind the Fire Department Training Facility.

- A trail easement is required from the developer or Home Owners Association (HOA) for the trail within the residential developments.

- A trail easement is required from each of the private property owners along the east side of South Autumn Street, for trail development between Park Avenue and West San Fernando Street.

- An encroachment permit is required from Caltrans for the trail segments crossing S. Montgomery Street, which is part of State Route 82.

- A joint use agreement is required between the City and the Valley Transportation Authority for the trail at-grade crossing on S. Autumn Street at the San Fernando Light Rail Station.

- Acquisition of the property at 170 S. Autumn Street is required, as defined by the Autumn Street Widening EIR and the Diridon Area Plan. Parcel acquisition of neighboring properties also required.

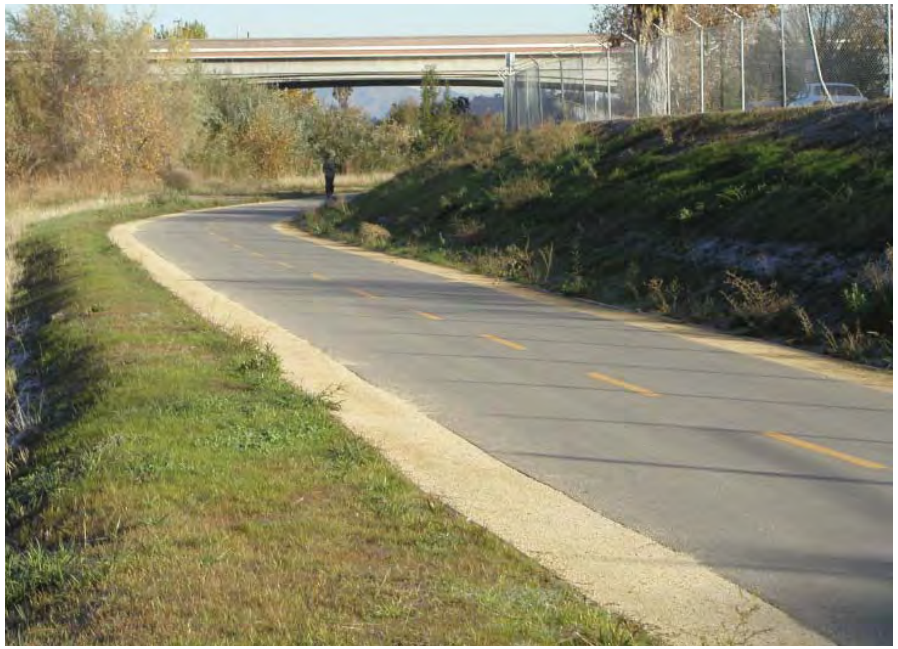
Environmental Requirements

- The City of San José's *Riparian Corridor Policy Study* states that development adjacent to riparian habitats provides a minimum 100' setback from the edge of the riparian corridor or top of bank, whichever is greater. However, lower-impact uses such as trail development may be sited as close as 10' from the edge of the riparian corridor. Trails may enter the riparian corridor where there is no reasonable alternative which avoids or reduces the encroachment into the setback area. No lighting should be directed into the riparian corridor, unless required for safety, as would be the case with the San Carlos Street under-crossing.

- Special status species such as steelhead trout are currently found on the site. Mitigation measures described in the environmental document will help provide for their safety. Safety measures include dewatering and the use of cofferdams for work within the creek.

- Environmental Clearance must be obtained under the California Environmental Quality Act (CEQA) and under the National Environmental Policy Act (NEPA) prior to implementation of trail improvements. Any impacts to biological or hydrologic resources must be negligible or have mitigation measures which reduce impacts to less than significant levels written into environmental documentation.

Maintenance path behind Fire Department Training Facility



12' Wide path with 2' shoulders, Guadalupe River Trail Reach 12

- Numerous trees within the project area are classified as ordinance-sized trees and are protected under the City's Tree Ordinance Policy. The policy requires that impacts to trees 18 inches in diameter measured at 24 inches above grade be documented with a tree survey. Proposed trail improvements must be sited to minimize removal of ordinance-sized trees. Removal of these types of trees require replacement according to tree type: 5:1 replacement ratio for native trees, 4:1 replacement ratio for non-native trees, and 3:1 replacement ratio for orchard trees. If the tree is classified as part of a riparian woodland, replacement will be as noted in the environmental document.

Agency Requirements

- The City of San José utilizes the County of Santa Clara standards for multi-use trails. The County's recommendation for a multi-use trail is a 12-foot wide paved surface with 2-foot unpaved shoulders on either side; the minimum is an 8-foot wide paved surface with 2-foot shoulders.

- The San José Department of Transportation (DOT) is responsible for facilities and services that provide for the safe and efficient movement of people and goods within the City, including the City's parking and traffic system. The DOT requires that a warrant study be conducted

prior to the installation of any traffic signal, pedestrian signal, or crosswalk, such as that proposed at Auzerais Avenue. A warrant study assesses current levels of use at a particular intersection or pedestrian crossing and makes a determination of whether the installation of a traffic control device such as a crosswalk, flashing beacon, or traffic signal is justified given the level of use.

- The California Department of Fish and Game (CDFG) is responsible for conserving, protecting, and managing California's fish, wildlife, and native plant resources. To meet this responsibility, the CDFG must be notified prior to beginning any activity that will substantially modify a river, stream, or lake. If the CDFG determines that the activity could substantially adversely affect an existing fish and wildlife resource, a Streambed Alteration Agreement is required. In addition, a certified CEQA document is required before any work may be performed within a creek channel. Any impacts to the riparian corridor must be mitigated.

- The San Francisco Bay Regional Water Quality Control Board's (RWQCB) mission is to preserve, enhance and restore the quality of California's water resources, which includes managing construction-related discharge of storm water runoff. Adhering to the latest National Pollutant Discharge Elimination System (NPDES) requirements, project owners disturbing more than one-acre of land must obtain a General Permit for Discharges of Storm Water Associated with Construction Activity from the RWQCB prior to commencing construction activities.

- The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) is an organization of the thirteen cities and towns in the Santa Clara Valley, together with the Santa Clara County, and the Santa Clara Valley Water District. Members of SCVURPPP share a common permit to discharge storm water from their storm drain systems to South San Francisco Bay. SCVURPPP was formed in response to the Federal Clean Water Act (CWA) and the Water Quality Control Plan for the San Francisco Bay Region (Basin Plan). SCVURPPP was issued a NPDES municipal storm water permit in 1990. One of the NPDES requirements is that the SCVURPPP produces and regularly updates an Urban Runoff Management Plan (URMP), presenting strategies for implementing the NPDES permit.

Provision C.3 of SCVURPPP's NPDES permit addresses the control of stormwater impacts associated with new development projects. The current requirement states that projects creating or replacing more than 10,000 square feet of impervious area are subject to two separate control measures: 1) the treatment of on-site stormwater and 2) controlling the quantity of stormwater leaving a project site through the use of detention, retention and infiltration. The provision requires implementation of construction-phase best management practices (BMPs), post-construction site design measures to maximize infiltration in pervious areas, and post-construction source control measures to help keep pollutants out of stormwater. Pervious concrete and pervious asphalt paving will be installed on this project, thereby reducing the impervious surface to less than 10,000 SF and thus exempt from the C.3 requirements.

- The SCVWD manages waterways within the County for purposes of flood protection, stream and creek stewardship, underground aquifer management and district-built reservoir maintenance. A construction permit is required for trail improvements within SCVWD jurisdiction. The hydraulic study to evaluate impacts to the creek channel that could result from the railway under-crossing has been completed. The study found that no significant impacts are expected to result from implementation of the under-crossing.

- The United States Army Corps of Engineers (USACE) aims to provide sustainable solutions which manage the nation's water resources and protect the welfare of the people. Under Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act, permits may need to be obtained from the USACE to implement the railway under-crossing and drainage improvements. A biotic assessment of ordinary high water levels for the creek may be required to determine the precise limits of USACE jurisdiction and permit applicability.

- Pacific Gas & Electric (PG&E) sets forth specific requirements for development near a high voltage transmission tower such as the tower by West San Carlos Street. These requirements include:

    - No excavation is permitted within 20 feet of a tower footing
    - Trail should be located at least 25 feet from high voltage towers where possible and no less than 6 feet from any tower.
    - Anti-climbing guards must be installed on exist-

Train Crossing Above Future Trail Alignment

ing tower.
  - Maximum height for trees beneath power lines or within 25 feet of a tower is 20 feet.

- The Peninsula Corridor Joint Powers Board (JPB) has responsibility for overseeing the Caltrain passenger rail service and, in 1992, they assumed total operating and funding responsibilities. Caltrain is a California commuter railroad line serving the San Francisco Peninsula and the Santa Clara Valley responsible for 29 regular stops and an average of 33,850 people per day. Approximately 48 scheduled trains cross the existing bridge at Los Gatos Creek every day. Review and close coordination with the JPB will be required for trail work within the Caltrain rail corridor. Special training, insurance, and work procedures will be required of any person working within the corridor.

- The California Public Utilities Commission (CPUC) regulates privately owned telecommunications, electric, natural gas, water, railroad, and passenger transportation companies to ensure that consumers have safe, reliable utility service. The CPUC has safety oversight jurisdiction for planning, construction, and operation of publicly-owned light rail systems. The CPUC requires structures to be located a minimum of 25' from the centerline of the tracks and a minimum 23' above the tracks.

- A U.S. Army Corps of Engineer/RWCQB Section 401 Water Discharge Requirements is based on Section 401 of the federal CWA which specifies that states must certify that any activity subject to a permit issued by a federal agency (such as USACE) meets all state water quality standards.

Location of Future Caltrain Track Expansion

RWQCB is regionally responsible for taking certification actions for activities subject to any permit issued. Work in the creek for the railway under-crossing will likely trigger water discharge requirements.

- The U.S. Fish and Wildlife service (USFWS) and National Marines Fisheries Service (NMFS) share responsibility for implementing the Endangered Species Act (ESA). USFWS manages land and freshwater species, while NMFWS manages marine and 'anadromous' species. A Section 7 consultation with USFWS and NMFS is required for any activity subject to a permit issued by a federal agency (such as USACE) to determine impacts to wildlife resources. Work in the creek will likely require a section 7 consultation.

Trail Alignment

Input received from the TAC was incorporated into the Master Plan document. Within the framework of goals and objectives stated earlier, opportunities and constraints were identified that ultimately helped guide the resulting Master Plan recommendations. The purpose of providing a comprehensive assessment of opportunities and constraints is to present the factors in which the site encourages or limits trail development.

Opportunities can be defined as those site characteristics lending themselves easily to trail development, enhancement of the trail experience, maximum preservation of environmental resources and responsiveness to project goals. Constraints can be defined as those site characteristics restricting trail development such as physical barriers, circuitous trail route, frequent intersection with roadways, public safety and unresponsiveness to project goals.

The Master Plan also provides development guidelines suggesting characteristics of the completed trail. Since this trail will be part of a regional trail system, it must accommodate a moderate level of pedestrian and bicycle traffic. The City's standard trail width is 12' of hard paved surface, with 2' crushed-rock shoulders, yielding a total width of 16'. However, since this trail is located in especially constrained conditions and there is a desire to minimize environmental impacts to the extent feasible, the trail under-crossing width will be 12' overall. Other portions of the trail will be narrowed, where existing conditions preclude the 16' trail width but clear sight lines help to mitigate the narrower width.

The recommended trail alignment is the result of carefully reviewing and balancing different criteria and considerations for trail placement. The following considerations, listed in order of importance, were used to determine a final alignment:

- Utilize public lands and right of ways for trail alignment. Acquisition of private property is expensive, lengthens the trail implementation process, and should be a 'last resort' strategy for implementation.
- Minimize impacts to environmental resources.
- Minimize pedestrian, bicycle, and vehicular conflicts, crossing streets at-grade only where necessary.

Following are descriptions of the opportunities, constraints, recommendations, and resultant trail alignment for Reach 5 of the Los Gatos Creek Trail, divided into sub-reaches for ease of reference. Each sub-reach shares certain consistent features which make it a logical subdivision within the overall alignment, in terms of both planning and construction phasing. The Master Plan (see Figures 29 to 34) illustrates the Los Gatos Creek Trail Reach 5 as a black dashed line. Enlargement plans, sections, and perspective sketches provide additional trail details.

Reach 5A - Auzerais Avenue to SPRR Railway Undercrossing

Opportunities

- Potential connection to Reach 4 of the Los Gatos Creek Trail.
- Alignment along top of bank and residential development provides high visibility for surveillance of trail activities.
- Close proximity to creek provides trail users with a visual connection to waterway and riparian corridor.

- Alignment of trail outside top of bank minimizes environmental impacts to riparian corridor.
- Historical water tank provides trail users with site history context.
- Potential connection to adjacent residential development.
- Potential connection to future park site south of Auzerais Avenue.

Constraints

- Connection between Reaches 4 and 5 requires at-grade crossing of Auzerais Avenue, creating a potential conflict between trail users and vehicular traffic.
- Riparian vegetation along Los Gatos Creek must be preserved to the extent possible to minimize mitigation requirements and reserve natural resources.
- Horizontal curve in road has potential to reduce visibility for at-grade crossing.
- Steep banks along Los Gatos Creek make ramps for under-crossing undesirable due to grading impacts.
- Drainage outfalls under Auzerais Avenue bridge may conflict with under-crossing.
- Existing residential development makes over-crossing undesirable.
- No previous warrant study for crossing at Auzerais Avenue has been completed.

Recommendations

- Utilize existing paved trail and shoulders.
- Prepare warrant study prior to implementation of crossing.

Figure 14: View A: Northward at Auzerais Avenue Trailhead

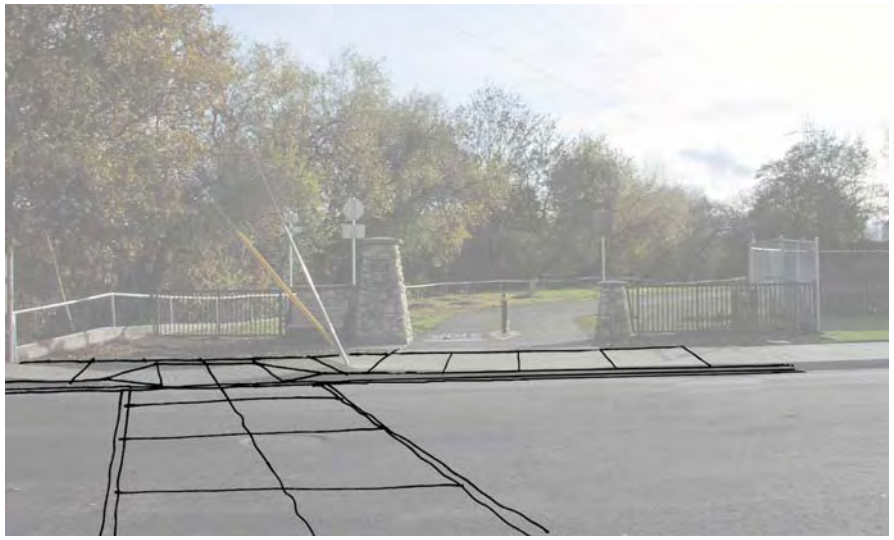


Figure 15: View B: Southward at Crosswalk to Reach 4 Trailhead

- Connect to Reach 4 via at-grade crossing of Auzerais Avenue
- Provide colored or textured pavement in crosswalk to increase crossing visibility. Provide trail signs to visually warn vehicular traffic of trail crossing and to reinforce visual continuity of trail.
- Provide open, continuous fence between the trail and riparian corridor for security purposes, in coordination with the Police Department. Split-rail type fencing or other fencing consistent with other installations along the trail system, or compatible with adjacent developments, is a suitable option.

Trail Alignment

Reach 5A begins with a connection to Reach 4 of the Los Gatos Creek Trail via a colored or textured crosswalk at a proposed mid-block crossing. The trail, a Class I asphalt path already constructed by the adjacent residential developer, follows Los Gatos Creek immediately outside of its western banks to Old San Carlos Street. Additional signage should be provided at the existing trailhead area.

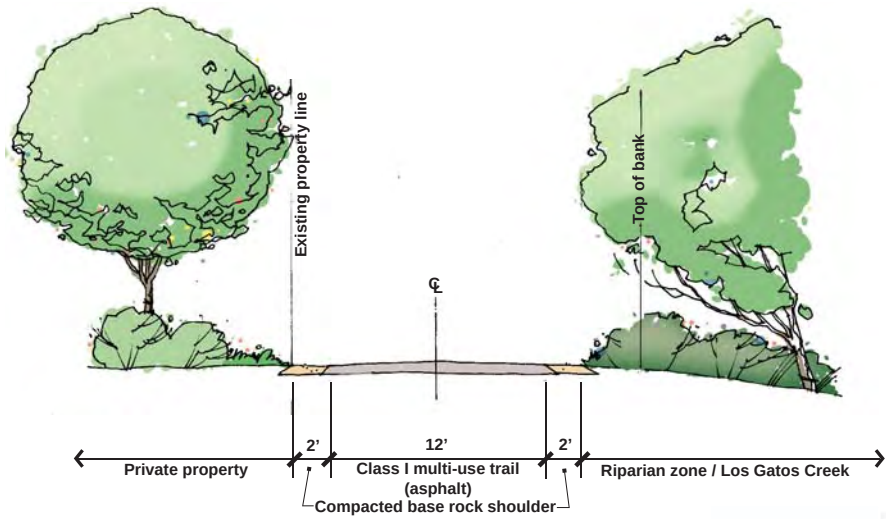


Figure 16: Section A, Typical Section Through trail

Reach 4 Trail

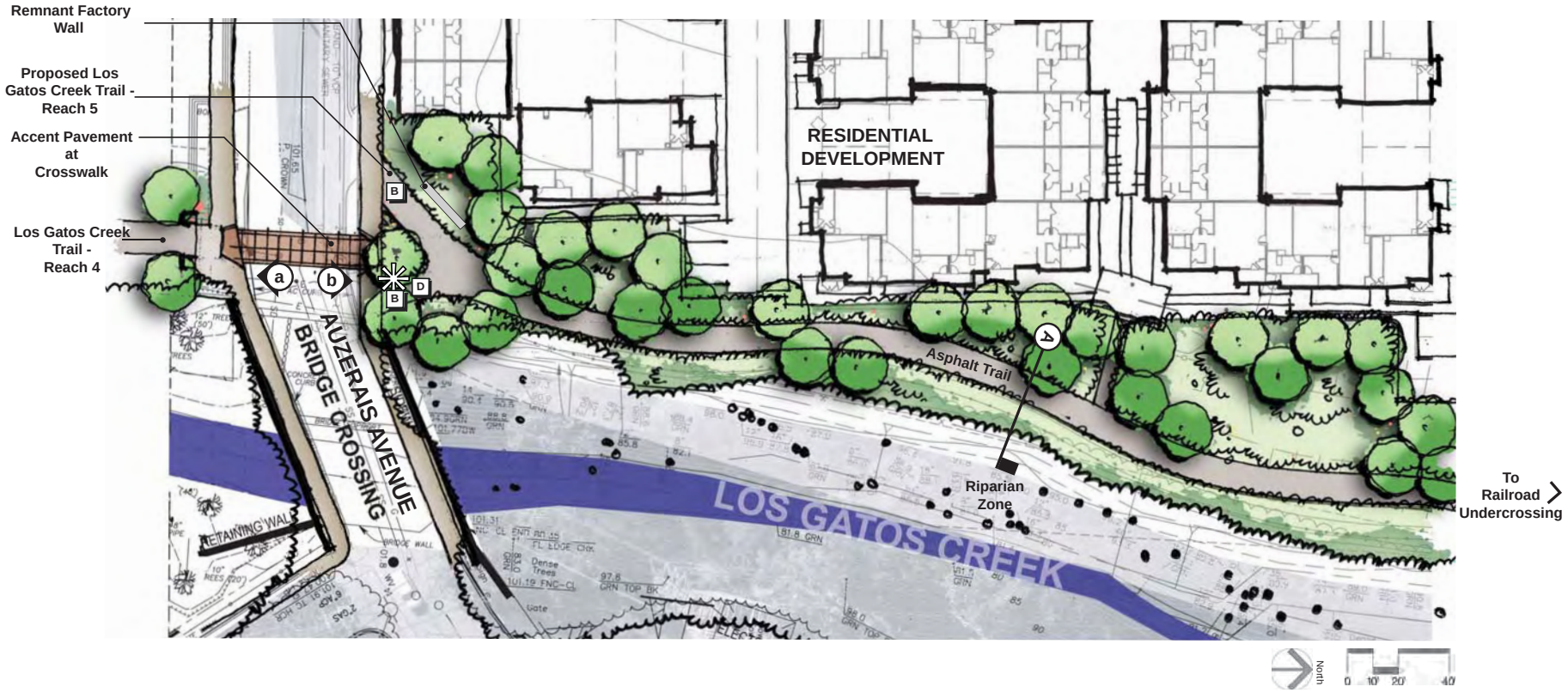


Figure 17: Auzerais Avenue Enlargement Plan

Reach 5B - SPRR Railway Under-crossing at West San Carlos Street

Opportunities

- Clearance under bridge meets minimum trail vertical clearance requirement of 8′.
- Bay widths between bridge support columns meets minimum trail horizontal clearance requirement of 8′.
- Under-crossing provides grade separated crossing from active rail line and busy street.
- Close proximity to creek provides trail users a visual connection to waterway and riparian corridor.

Constraints

- Riparian vegetation along Los Gatos Creek must be preserved to the extent possible to minimize mitigation requirements and reserve natural resources.
- Steep banks along Los Gatos Creek make ramps for under-crossing more challenging to implement.
- Drainage outfalls under SPRR Railway Bridge make under-crossing more challenging to implement.
- Close proximity to creek brings trail users into contact with creek, triggering additional environmental permitting requirements.
- Active railroad tracks that carry freight and passengers must be crossed.
- Under-crossing would be periodically flooded.

Recommendations

- Provide a 12 foot wide paved trail at under-crossing without shoulders to minimize impacts to riparian corridor while maintaining target commuter trail route width.
- Utilize porous concrete pavement for ramp down to under-crossing to enhance on-site infiltration and detention while minimizing washout of pavement during flood events. Provide 5% slope on ramp to allow for universal access to trail and enhance bicycle commuter trail use.
- Maximize riverine shading for steelhead population, by routing the trail along the top of bank, away from existing mature trees.
- Maintain 8′ vertical trail clearance below SPRR Railway Bridge to reduce frequency of trail flooding.
- Align trail entry from Old San Carlos Street with existing residential development trail to minimize riparian impacts.

Drainage Outfall at SPRR Bridge Support

- Provide stairway access from Old San Carlos Street to trail to minimize riparian impacts and permit emergency access to trail.
- Provide channel for bicycle wheels along the side of stairway to facilitate bicycle use.
- Provide retaining wall with guardrail along residential development to minimize construction footprint.
- Provide rip rap, willow poles, and erosion control blanket on creek side of trail to reduce potential for scour and enhance habitat value of slope stabilization measure.
- Align trail to maximize visual access along and towards trail and minimize riparian impacts.
- Grade trail to provide level shoulder on creek-side of trail to avoid needing guardrail that could trap debris.
- Provide trail signs at trail access points to reinforce visual continuity of trail.
- Provide open, continuous fence between the trail and riparian corridor along top-of-bank areas for security purposes, in coordination with the Police Department. Split-rail type fencing or other fencing consistent with other installations along the trail system, or compatible with adjacent developments, is a suitable option.
- Provide flaps valves at outfalls and direct drainage into trench drain adjacent to porous concrete pavement.
- Consider retaining wall as public art opportunity.

Trail Alignment

Reach 5B begins with the existing Class I asphalt path already constructed by the adjacent residential developer. The portion of the path between the water tower and Old San Carlos Street would be removed and the ground excavated to create the ramped under-crossing beneath the rail bridge. The proposed

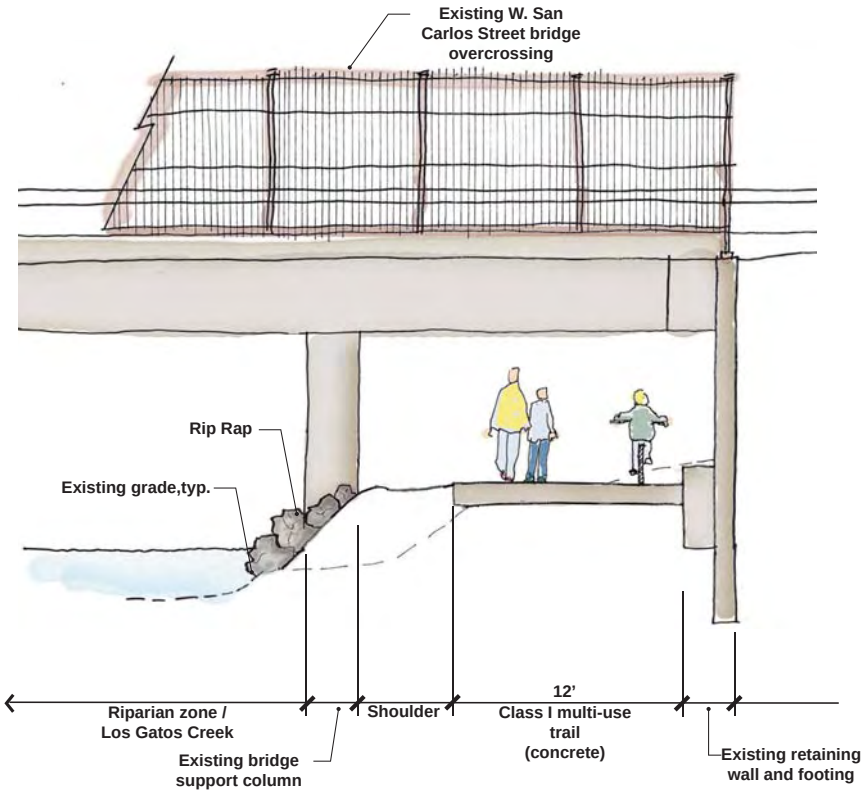


Figure 18: Section C: SPRR Under-crossing

Figure 19: View A: South from SPRR Under-crossing

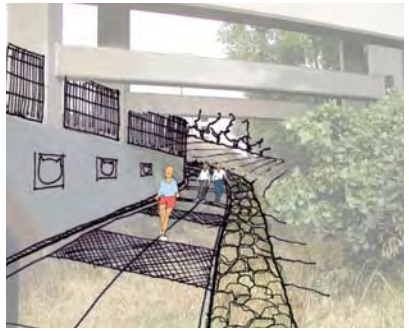


Figure 20: View B: East under West San Carlos Street

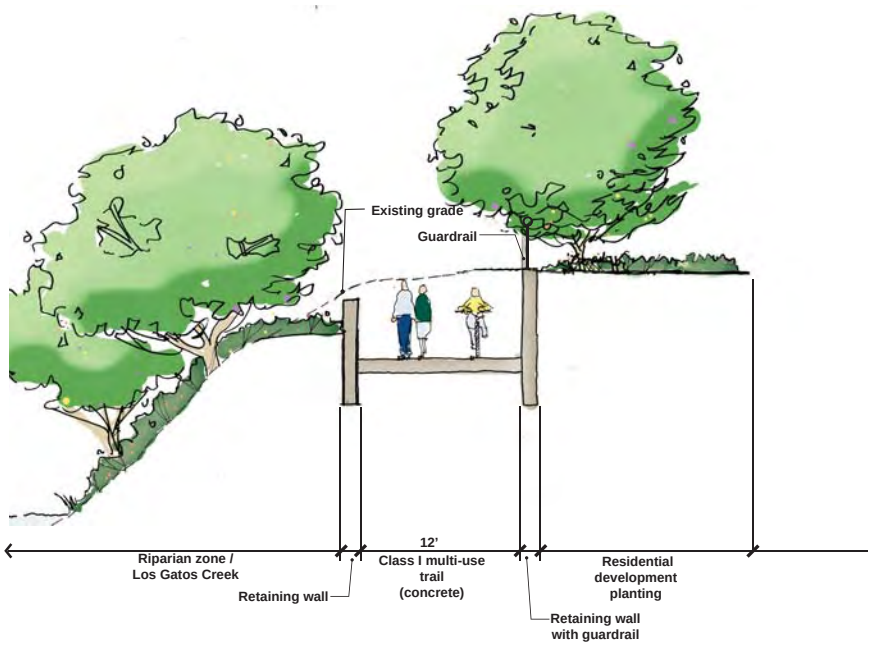


Figure 21: Section B: SPRR Under-crossing

trail pavement is 12' wide porous concrete, with concrete retaining walls where required to address grade differences. A guardrail would be provided along the top of the retaining wall on the residential side of the trail.

Starting at the water tower, the trail would gradually ramp down 5% along the existing trail alignment, to a point where it would deviate from that alignment and enter the riparian corridor. A stairway with landings would provide user and emergency access from this point up to Old San Carlos Street. A bicycle wheel channel should be provided along both sides of the stairway to facilitate bicyclists entering and exiting the trail at this location.

The trail in the riparian corridor should be aligned to maintain site distances, minimize removal of trees and other significant riparian vegetation, and minimize grading. On the creek side of the trail, no guardrails would be needed along the top of retaining wall since no public access would be expected to originate from the creek. A level shoulder area should be provided on the creek side of the trail to provide sufficient run-out space for trail users. Eliminating guardrails along the creekside of the trail is required to avoid trapping debris during high flow periods.

An 8' vertical clearance and security lighting should be provided underneath the railway bridge to meet County and City trail standards. As the trail continues on the north side of the railway bridge, it crosses four existing outfalls located in the structural column of the West San Carlos Street bridge. A flap valve and trench drain should be provided along the column edge to direct drainage down the column face to avoid runoff across the trail. From here, the trail gradually ramps up 5% to meet existing grade along the Fire Department parcel fenceline. Impacts to the residential development landscape should be replaced in-kind.

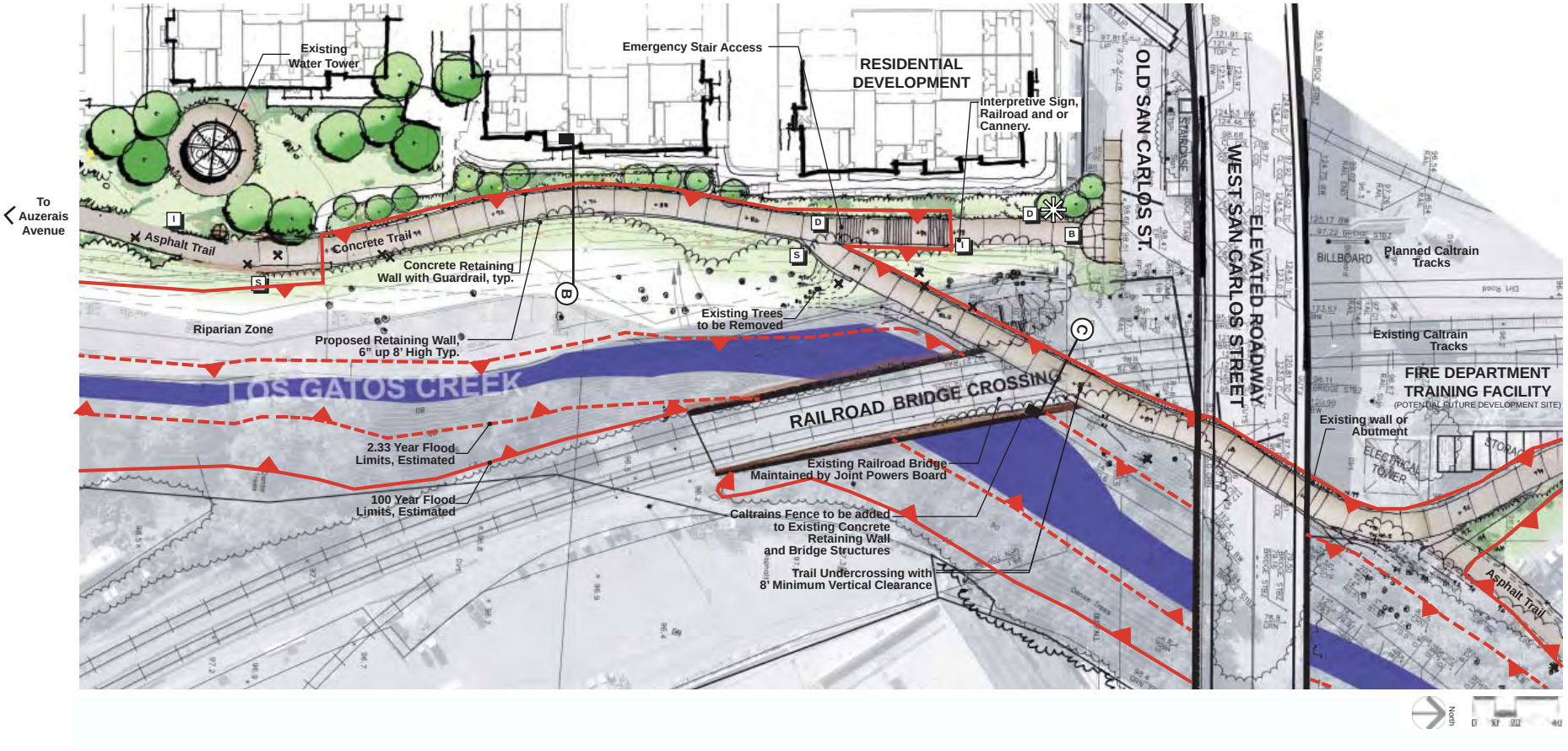


Figure 22: West San Carlos Street Enlargement Plan

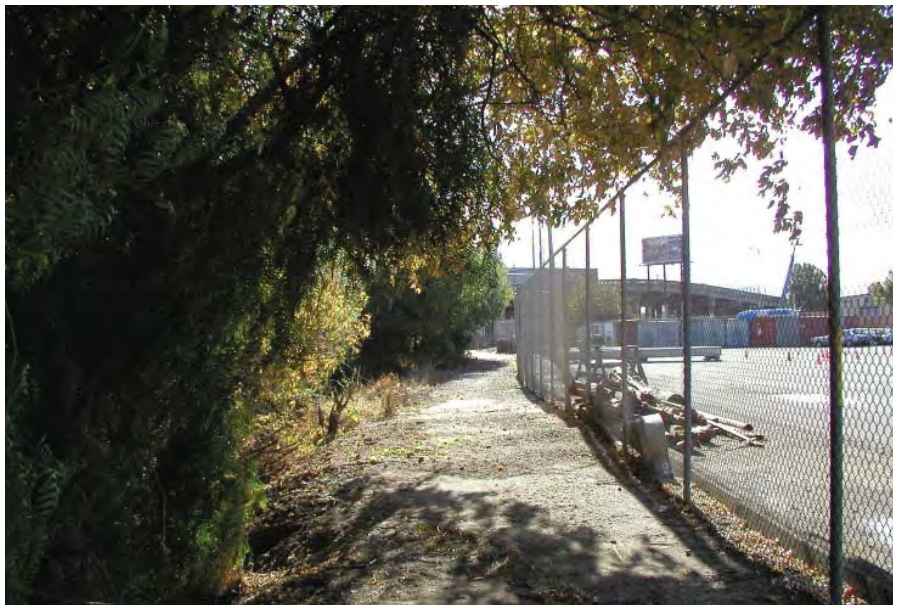
Reach 5C – SPRR Railway Under-crossing to Park Avenue

Opportunities

- Alignment along top of bank provides high visibility for surveillance of trail activities.
- Close proximity to creek provides trail users a visual connection to waterway and riparian corridor.
- Aligning trail along top of bank and existing District service road minimizes environmental impact to riparian corridor.
- Use of existing signalized intersection available for at-grade trail crossing.
- Existing sidewalks along South Montgomery Street and Park Avenue

Constraints

- Close proximity to creek may bring trail users into contact with creek. Riparian vegetation along Los Gatos Creek must be preserved to the extent possible to minimize mitigation requirements and reserve natural resources.
- City property at Fire Department Training Facility is currently unavailable for trail development.
- Alignment along Fire Department Training Facility requires safety provisions against accidental discharge of high-pressure water system.
- Riparian vegetation along Los Gatos Creek.
- Steep banks along Los Gatos Creek make creek-side grading of trail undesirable.
- Recommended trail width conflicts with Fire Department's minimum driveway width.



Path at Fire Department Training Facility

North End of Culvert

- Creek runs through culvert below South Montgomery Street to Park Avenue.
- Narrow sidewalks and lack of City property along Park Avenue.
- At-grade crossing requires crossing City streets.

Recommendations

- Provide a 12 foot wide paved trail with two foot wide compacted base rock shoulders.
- Utilize porous asphalt pavement for trail in top of bank areas to enhance on-site infiltration and detention.
- Provide temporary trail on Santa Clara Valley Water District property, along existing Fire Department Training Facility fenceline, while training operations continue. After training facility is relocated off-site, provide permanent trail on training facility parcel (City property) at sufficient clearance from Los Gatos Creek to provide mitigation planting area adjacent to creek and to maintain trail continuity.
- Provide retaining wall with guardrail along Fire Department side of trail to minimize construction footprint.
- Sawcut and reduce existing Fire Department 10′ sidewalk width to 8′ to accommodate recommended 16 foot overall trail width.
- Provide approximately 100′ long, 6′ high solid wall to provide barrier between accidental discharge of high-pressure water system and trail users.
- Separate trail into pedestrian use on sidewalk and bicycle use on Class III bike route at existing signalized crossing at Park Avenue. Provide colored or textured pavement in crosswalk.
- Provide pedestrian/bicycle traffic signal push-buttons at distance from curb that is convenient to bicyclists.
- Provide trail signs to visually warn vehicular traffic of trail crossing and to reinforce visual continuity of trail along sidewalk segments.
- Provide open, continuous fence between the trail and riparian corridor for security purposes, in coordination with the Police Department. Split-rail type fencing or other fencing consistent with other installations along the trail system, or compatible with adjacent developments, is a suitable option.

Trail Alignment

Reach 5C includes a temporary trail along the SCVWD service road, on the east side of the training facility fenceline, and a permanent trail along City property through the training facility, should relocation occur. Both temporary and permanent trails shall be Class I porous asphalt path.

The temporary trail will be 10′ wide (pavement only) to minimize vegetation and grading impacts to the riparian corridor. Because the trail passes by a fire training water apparatus that is under tremendous water pressure when in use, a 6′ high solid wall would be required between the apparatus and the trail to minimize potential conflicts with trail users. It would follow the fenceline and the existing training facility driveway to South Montgomery Street. A retaining wall and modifications to the existing training facility path adjacent to the building will be required to maintain the Fire Department's driveway width and provide a level area for trail construction.

The permanent trail will be 12′ wide porous asphalt pavement with 2′ wide compacted base rock shoulders. It would meander

through the City parcel at a distance from Los Gatos Creek sufficient to provide a 1.1 acre mitigation area to address the project impacts. Mitigation limits to be determined in consultation with the biologist. A continuous open fence would be provided to discourage trail user access to the mitigation and riparian area.

Both trails would connect to South Montgomery Street and utilize the existing concrete sidewalk along South Montgomery Street, existing crosswalks at Park Avenue, and existing traffic signals at the intersection. Modifications to the traffic signals would be required to provide convenient push button access to bicyclists.

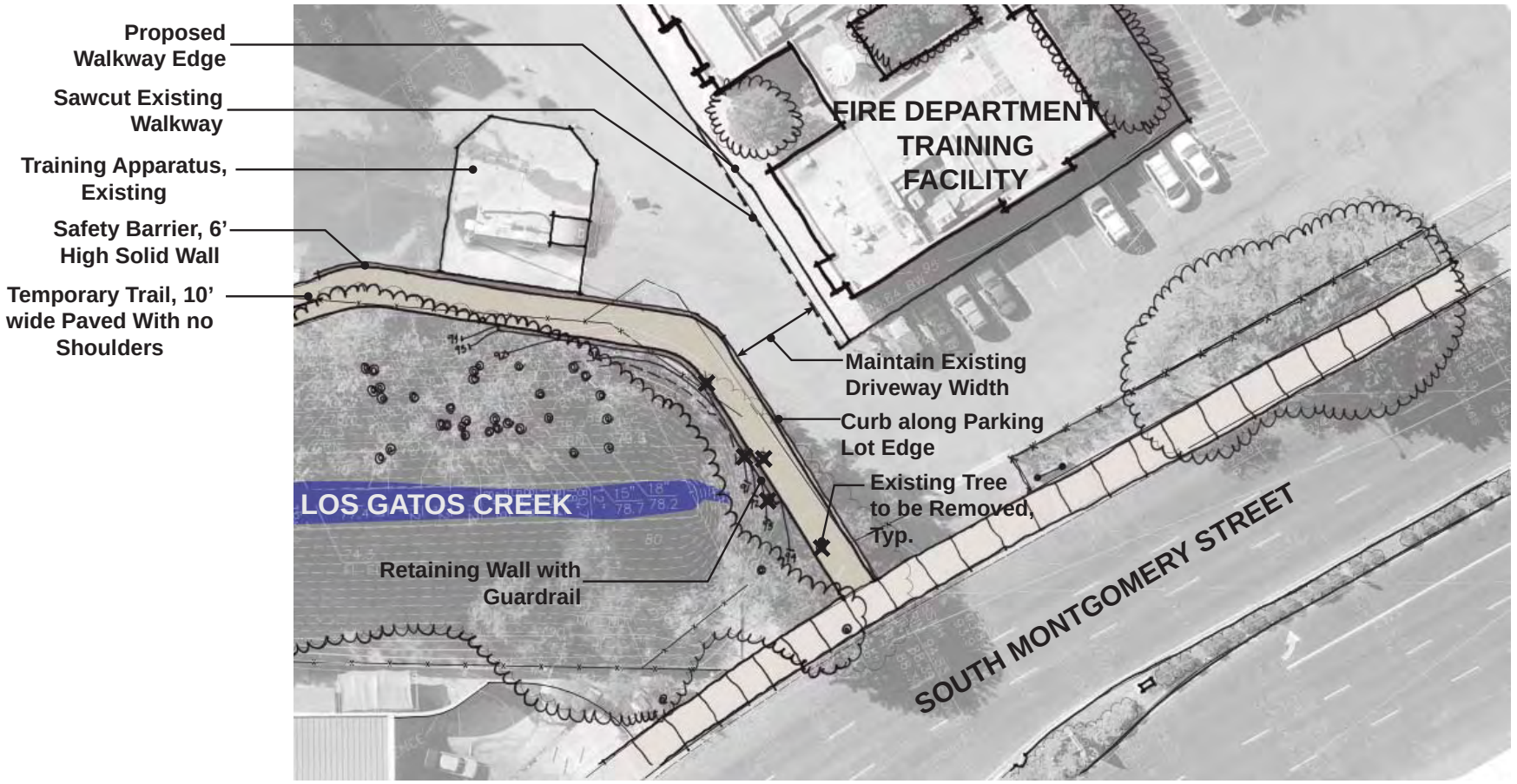


Figure 23: Temporary Trail Alignment Enlargement Plan

Reach 5D - Park Avenue to West San Fernando Street

Opportunities

- Alignment along top of bank provides high visibility for surveillance of trail activities.
- Close proximity to creek provides trail users a visual connection to waterway and riparian corridor.
- Aligning trail outside top of bank minimizes environmental impact to riparian corridor.

Constraints

- Acquisition of the private parcel on west side of creek would be required.
- Riparian vegetation along Los Gatos Creek must be preserved to the extent possible to minimize mitigation requirements and reserve natural resources.
- Steep banks along Los Gatos Creek make grading for trail improvements undesirable.
- Close proximity to creek brings trail users into contact with creek must be preserved to the extent possible to minimize mitigation requirements and reserve natural resources.
- Any impacts to existing commercial properties will require negotiations with the property owners.
- Impacts to existing parking stall count would need to be replaced.
- Lack of City property along both east and west sides of Los Gatos Creek.

Fence at Car Quest property

West San Fernando Street bridge

Recommendations

- Provide an 8 foot wide paved trail without shoulders in lieu of the typical 12 foot width to accommodate both the width of the trail and a vehicular drive lane between the office building and the retaining wall adjacent the creek on the west bank. Beyond 595 Park Avenue the trail would resume a 12 foot width with 2' wide shoulders at top of bank to the intersection of South Autumn Street and West San Fernando Street.
- Utilize porous asphalt pavement for trail in top of bank areas to enhance on-site infiltration and detention.
- Replace existing parking spaces displaced by the trail with new spaces located within the acquired private parcel.
- Provide open, continuous fence between the trail and riparian corridor for security purposes, in coordination with the Police Department. Split-rail type fencing or other fencing consistent with other installations along the trail system, or compatible with adjacent developments, is a suitable option.

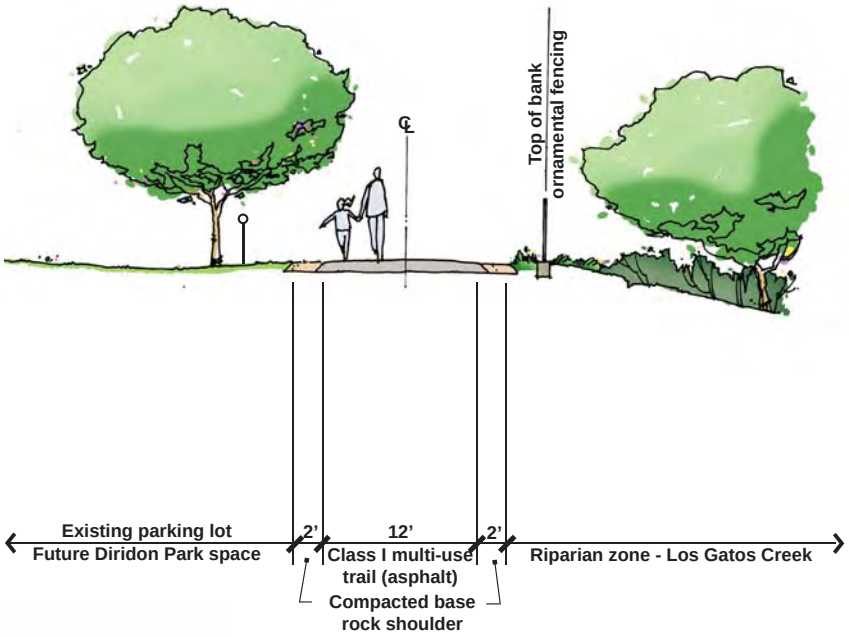


Figure 24: Section D: Typical Section Through Trail

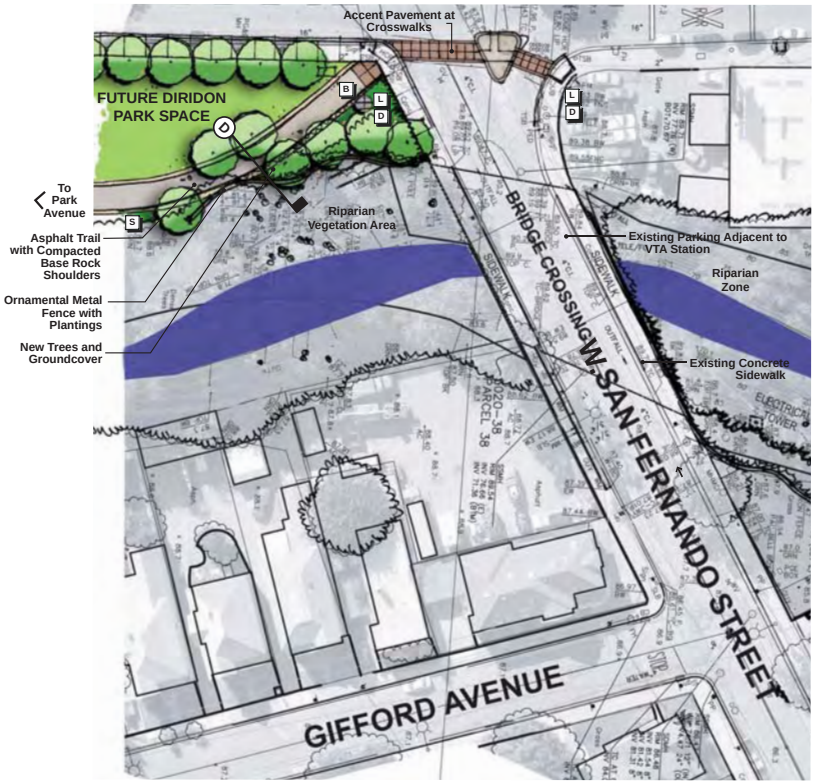


Figure 25: West San Fernando Street Enlargement Plan

Trail Alignment

The trail through Reach 5D begins in the existing private parking lot north of Park Avenue. Due to the lack of City property here and north to West San Fernando Street, improvements in

this stretch include modifications to several private parking lots and acquisition of one parcel. Beginning at Park Avenue, the trail hugs the western bank of Los Gatos Creek along an existing chainlink fence. Due to space constraints, the trail is an 8' wide porous asphalt path, separated from the parking lot by a concrete curb. The width is minimized because access through the adjacent driveway and existing parking stall count must be maintained.

Further north where space allows, the trail widens to a 12' wide porous asphalt pavement with 2' wide compacted base rock shoulders. Acquisition of a private parcel (170 S. Autumn Street) is required due to its direct conflict with the trail alignment along the creek banks. This acquisition provides sufficient space for additional parking stalls to be striped, helping to address the loss of stalls in other parcels in this sub-reach. The Class I trail continues to the corner of West San Fernando Street and South Autumn Street.

Reach 5E - West San Fernando Street to West Santa Clara Street

Opportunities

- Potential connection to future River Park.
- Alignment along top of bank provides high visibility for surveillance of trail activities.
- Close proximity to creek provides trail users a visual connection to waterway and riparian corridor.
- Aligning trail outside top of bank minimizes environmental impact to riparian corridor.
- Potential connection to proposed residential development at former SJWC parcel.
- Use of existing signalized intersections at West San Fernando Street and West Santa Clara Street are available for at-grade trail crossing.
- Existing sidewalks along South Montgomery, South Autumn, and West Santa Clara Streets.

Constraints

- Riparian vegetation along Los Gatos Creek must be preserved to the extent possible to minimize mitigation requirements and reserve natural resources.
- Steep banks along Los Gatos Creek make grading for trail improvements undesirable.
- Close proximity to creek brings trail users into contact with creek must be preserved to the extent possible to minimize mitigation requirements and reserve natural resources.
- Any impacts to existing commercial properties will require negotiations with the property owners.
- Under-crossing would be periodically flooded.
- Lack of City property along both east and west sides of Los Gatos Creek.
- Existing bridge at West San Fernando Street requires at-grade crossing, creating a potential conflict between trail users and vehicular traffic.

Recommendations

- Provide Class II bike lane along West San Fernando Street, with new bike lane striping and use of existing 'sharrows' on both sides of street. Provide colored or textured pavement in crosswalks.
- Provide trail signs to visually warn vehicular traffic of

trail crossing and to reinforce visual continuity of trail along sidewalk segments.

- Utilize existing signalized light rail track crossing at and adjacent to South Autumn Street.
- Provide pedestrian/bicycle traffic signal push-buttons at distance from curb that is convenient to bicyclists.

Trail Alignment

The trail through Reach 5E begins with trail facilities that split into pedestrian only and bicycle only uses. Pedestrians continue on to West Santa Clara Street utilizing existing concrete sidewalks along the eastern side of South Autumn Street and the existing signalized intersection at West Santa Clara Street. From the Park to Reach 4, pedestrians would utilize the same sidewalks to West San Fernando Street and get on the Class I trail south of the road.

Bicyclists continue north to West Santa Clara Street utilizing existing Class III bike route along South Autumn Street and the signalized intersection. Signs would stripe the existing sidewalks along West Santa Clara Street for bicyclists to walk their bicycles to Guadalupe River Park. From the Park to Reach 4, bicyclists would walk to the intersection of West Santa Clara Street and South Montgomery Street, turning south and utilizing the existing Class III bike route along the street. Alternatively, bicyclists can ride in the roadway as vehicles, making a left turn onto South Montgomery Street.

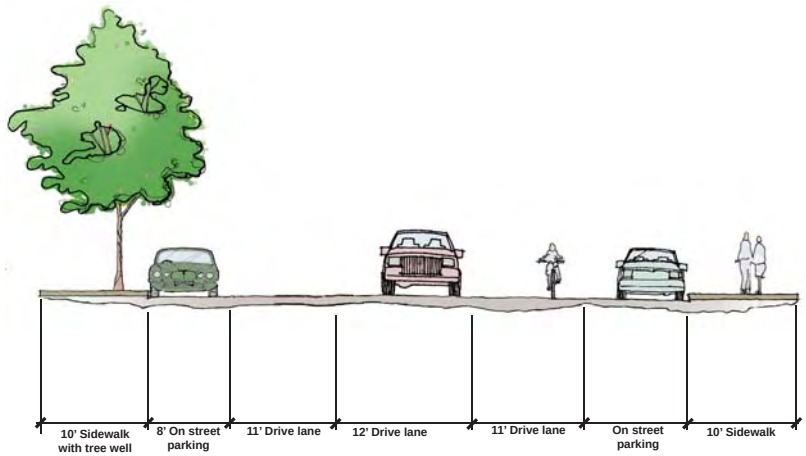


Figure 26: Section E: South Autumn Street

San Fernando Light Rail Station Ramp

Though not part of the Los Gatos Creek Trail, a connection between Guadalupe River Park and the light rail station is desirable to support and encourage multi-modal transportation.

Former San Jose Water Company parking Lot

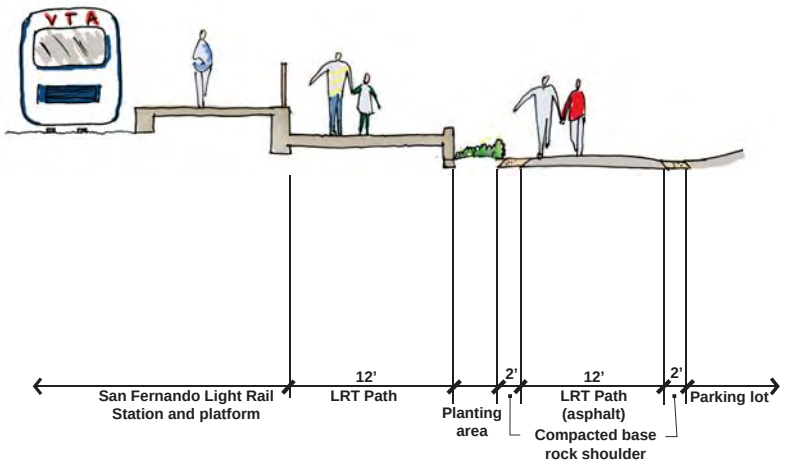


Figure 27: Section C: Ramp and path at San Fernando Light Rail Station

Opportunities

- Proposed residential development at the former San Jose Water Company parcel provides opportunity for a pathway between Guadalupe River Park and the light rail station.

Constraints

- Connection occurs as part of future development.

Recommendations

- Provide concrete ramp connection between path and light rail station platform at 5% maximum longitudinal slope to allow for universal access.
- Make path a condition of approval for redevelopment of property.
- Provide directional signs.
- Provide signs in conjunction with VTA, warning trail users not to ride bicycles on station platform.

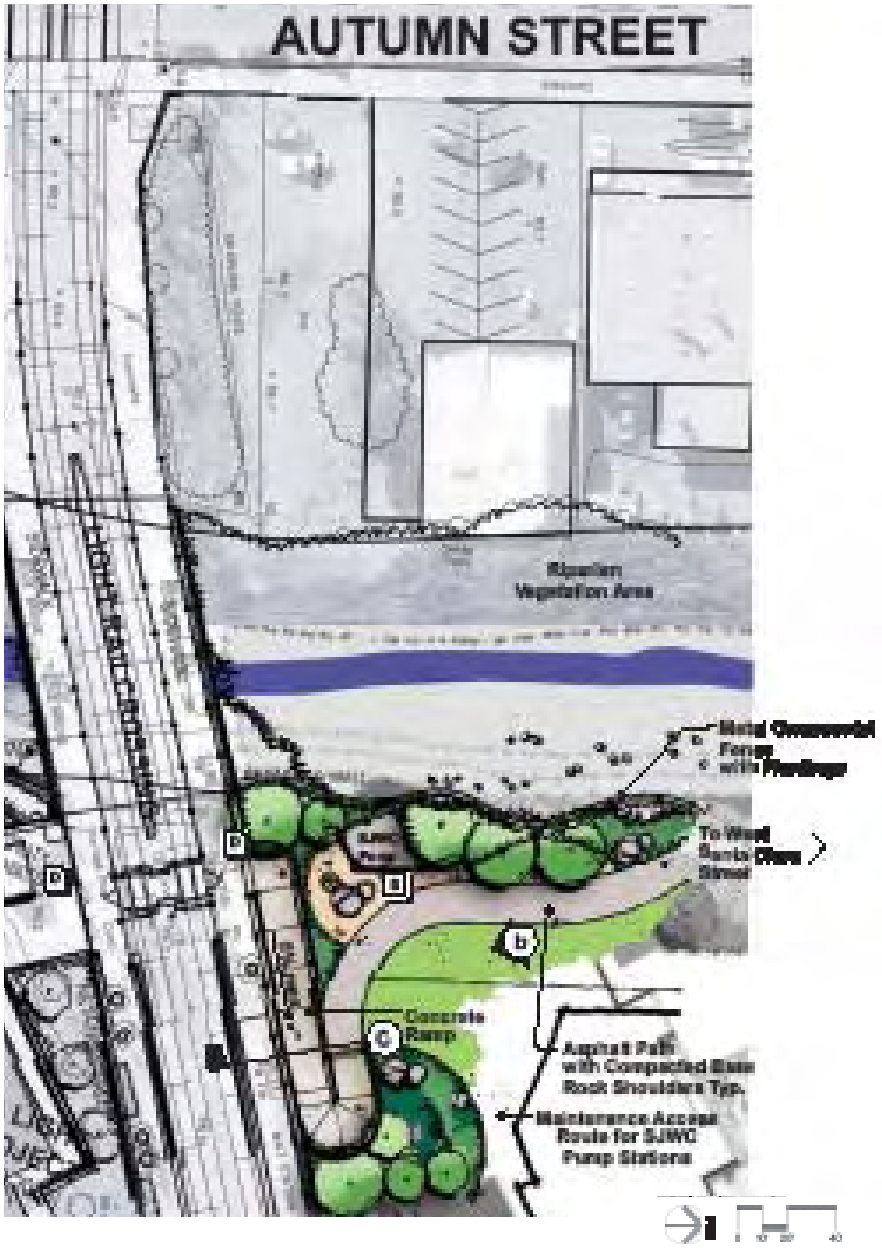


Figure 28: Ramp at San Fernando Light Rail Station Enlargement Plan

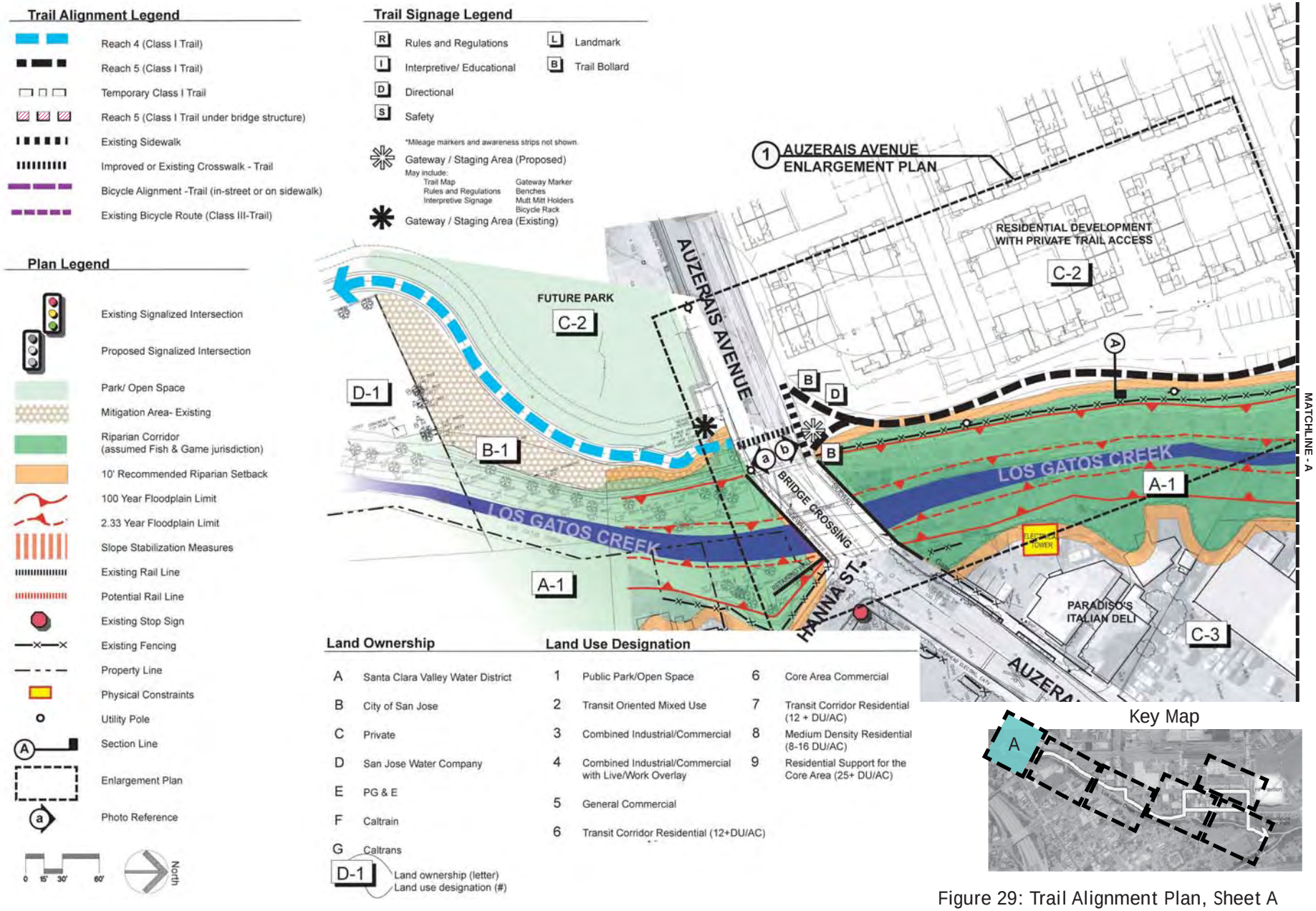


Figure 29: Trail Alignment Plan, Sheet A

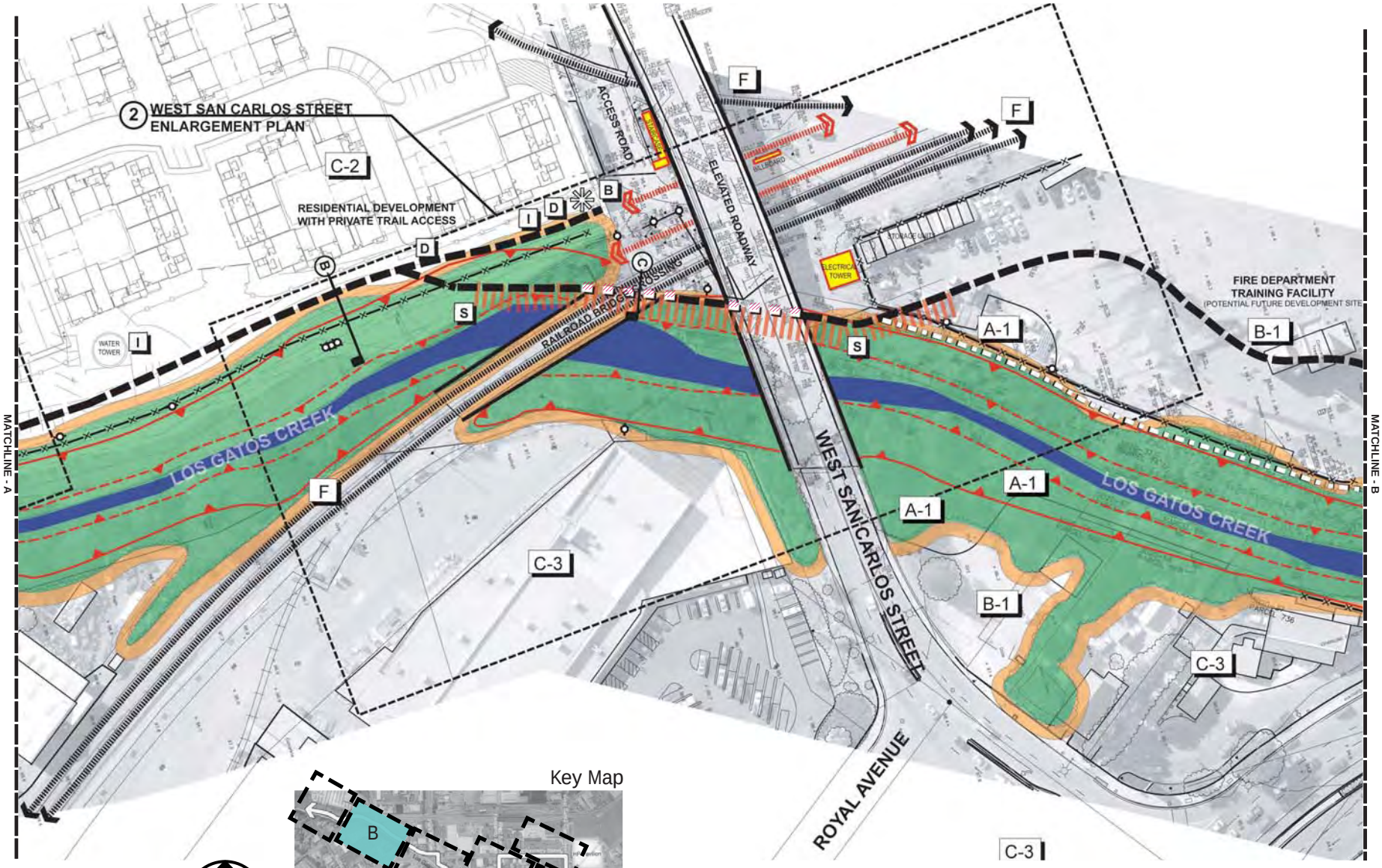


Figure 30: Trail Alignment Plan, Sheet B. See Figure 29 for Legend.

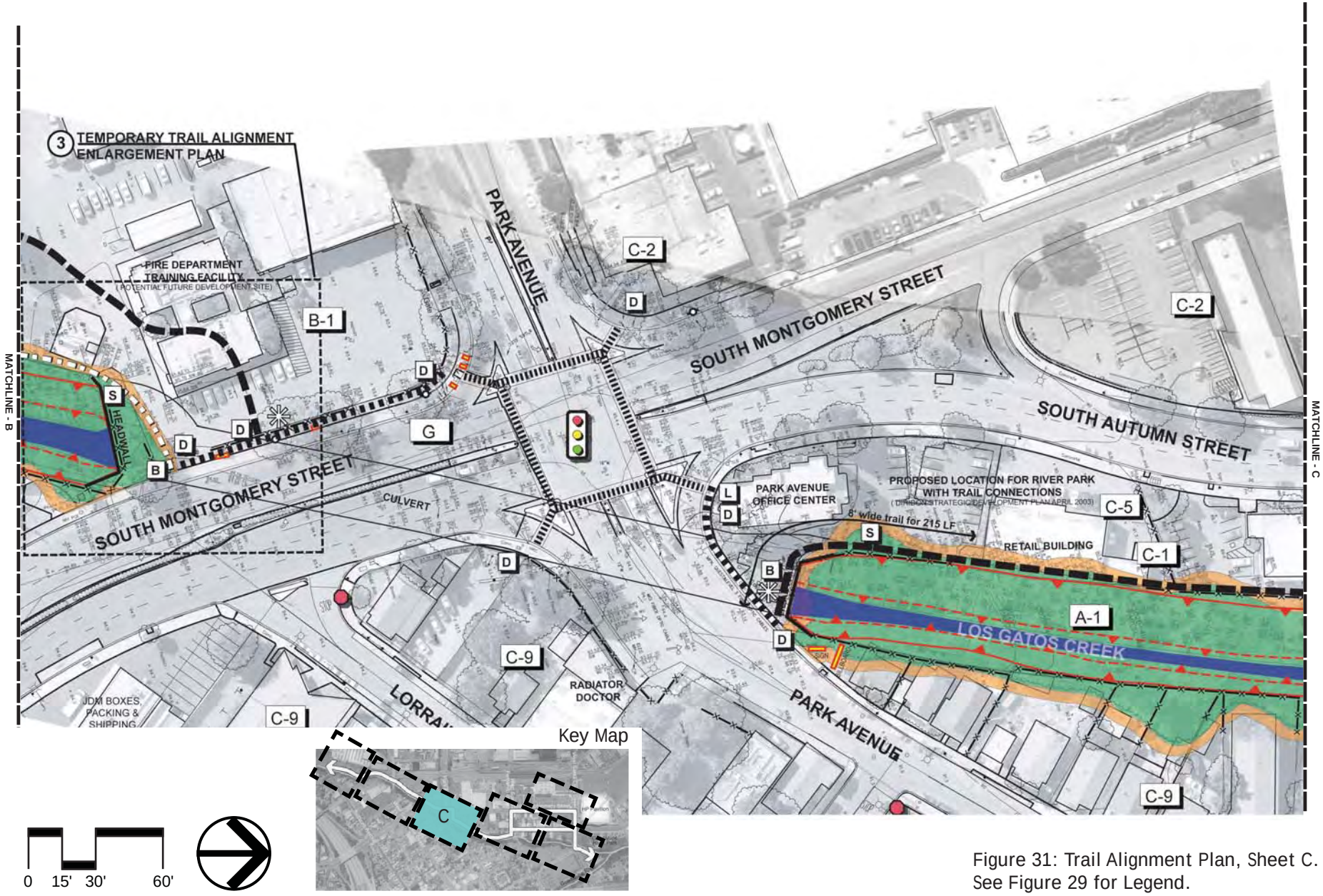


Figure 31: Trail Alignment Plan, Sheet C.
See Figure 29 for Legend.

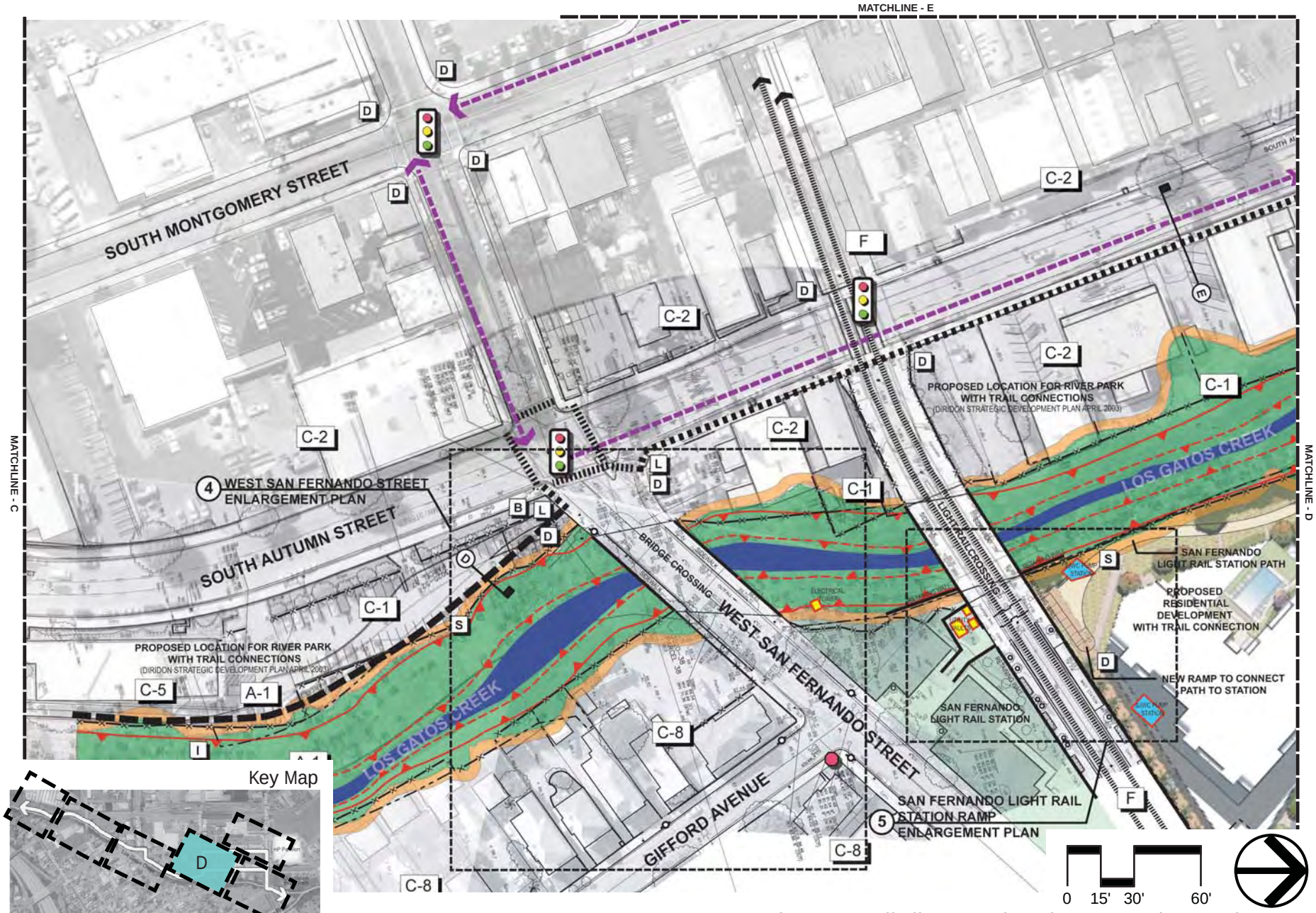


Figure 32: Trail Alignment Plan, Sheet D.See Figure 29 for Legend.

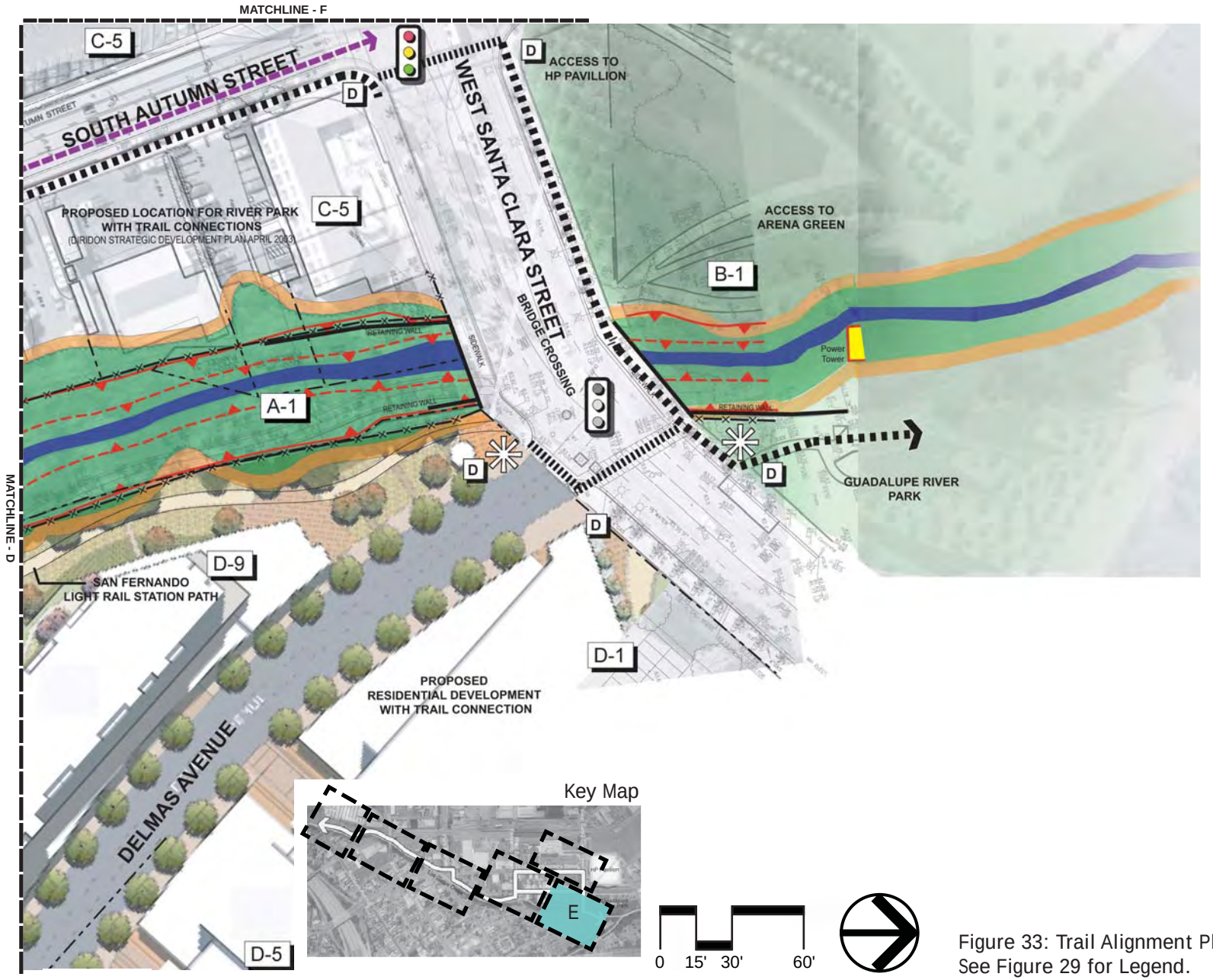
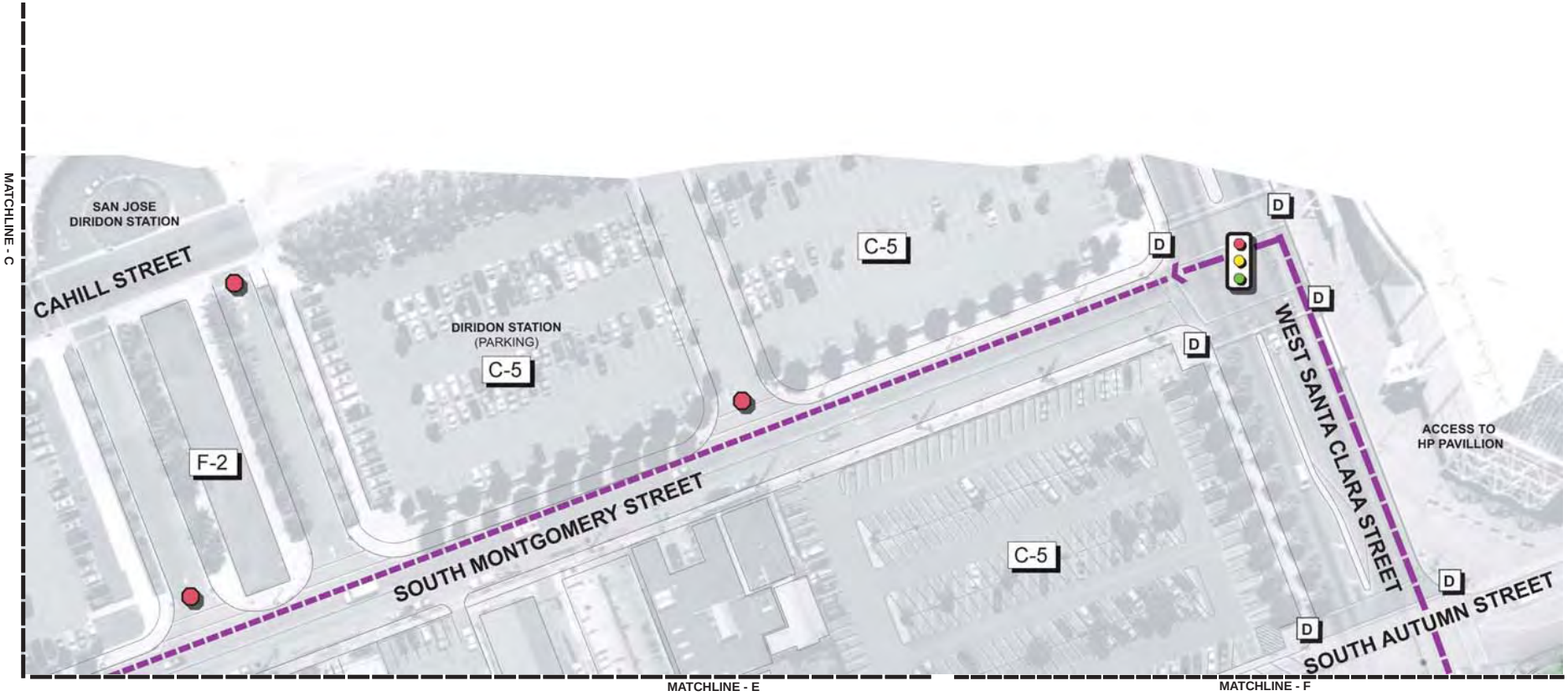
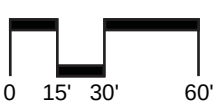


Figure 33: Trail Alignment Plan, Sheet E.
See Figure 29 for Legend.





Key Map

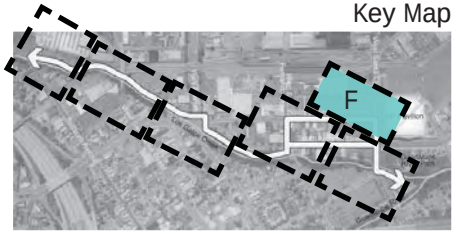


Figure 34: Trail Alignment Plan, Sheet F.
See Figure 29 for Legend.

Development Guidelines

To assist in the future implementation of the trail, a summary of the proposed improvement requirements for each sub-reach is provided below. General development recommendations follow the summary.

Summary of Improvements and Approvals

Reach 5A - Auzerais Avenue to SPRR RAILWAY Railway Under-crossing

Improvements

- Use of existing asphalt trail and shoulders
- Stamped, colored asphalt at the Auzerais Avenue mid-clock crossing
- Open, continuous fence (to supplement any trail segments not addressed by the developer)
- Directional signage (2 locations)
- Rules and regulation signage (2 locations)
- Mileage marker
- Trash receptacle (1 location)
- "Mutt Mitt" dispenser (1 location)
- Bicycle rack (1 location)
- Bollard (1 location)

Approvals

- SCVWD – joint use agreement, construction permit, encroachment permit
- Developer – trail easement
- City DOT – crosswalk warrant study

Reach 5B - SPRR RAILWAY Railway Under-crossing at West San Carlos Street

- 12' wide porous concrete trail at under-crossing (1,025 L.F.)
- Retaining wall with ornamental metal guardrail (475 L.F.)
- Retaining wall without guardrail (35 L.F.)
- Trail centerline striping (875 L.F.)
- Stairway with landing, handrails, and bicycle wheel channel
- Open, continuous fence (510 L.F.)
- Rip rap, erosion control fabric, willow poles, and other measures as required to stabilize slope at under-crossing
- Planting to replace those damaged by trail construction
- Mitigation planting (to be located in sub-reach 5C)
- Outfall flap valves (4 locations)
- Trench drain (1 location)
- Security lighting at under-crossing (1 location)
- Trailhead plaza area (1 location)
- Directional signage (2 locations)
- Rules and regulation signage (3 locations)
- Awareness strip (1 location)
- Mileage marker (1 location)
- Interpretive signage (2 locations)
- Trash receptacle (1 location)
- "Mutt Mitt" dispenser (1 location)
- Bicycle rack (1 location)

Approvals
- SCVWD – joint use agreement, construction permit, encroachment permit
- JPB -- Joint use agreement, right-of-entry permit, license agreement, service agreement
- CDFG - Streambed Alteration Agreement
- RWQCB - General Permit, Waiver of Water Discharge Requirements
- USACE – Permit
- USFWS/NMFS – Section 7 consultation

Reach 5C – SPRR RAILWAY Under-crossing to Park Avenue

Improvements
- 12′ wide porous asphalt trail, temporary (XX L.F.)
- 12′ wide porous asphalt trail, permanent (1,090 L.F.)
- 2′ wide base rock shoulders (2,180 L.F.)
- Retaining wall with ornamental metal guardrail (100 L.F.)
- Trail centerline striping (1,090 L.F.)
- Open, continuous fence (1,250 L.F.)
- Trailhead plaza area (1 location)
- 6′ high solid block wall (100 L.F.)
- Stamped, colored asphalt at the Park Avenue/South Montgomery Street crosswalks
- Mitigation planting with irrigation (to mitigate sub-reach 5B improvements)
- Push button modifications
- Gateway feature (1 location)
- Directional signage (5 locations)
- Sign sidewalk for bicyclists to walk bikes
- Rules and regulation signage (1 location)
- Mileage markers
- Awareness strip (1 location)
- Trash receptacle (1 location)
- “Mutt Mitt” dispenser (1 location)
- Bicycle rack (1 location)
- Bollard (1 location)

Approvals
- SCVWD – joint use agreement, construction permit, encroachment permit
- CDFG - Streambed Alteration Agreement
- PG&E – plan review
- Fire Department – plan review

Reach 5D - Park Avenue to West San Fernando Street

Improvements
- 8′ wide porous asphalt trail (215 L.F.)
- 12′ wide porous asphalt trail (750 L.F.)
- 2′ wide base rock shoulders (1,525 L.F.)
- Concrete curb along trail adjacent to existing parking lot (975 L.F.)
- Trail centerline striping (970 L.F.)
- Open, continuous fence (990 L.F.)
- Property acquisition
- Trailhead plaza
- Landscape planting and irrigation at trailhead plaza
- Directional signage (1 location)
- Rules and regulation signage (2 locations)
- Mileage markers
- Awareness strip (2 locations)
- Trash receptacle (1 location)
- “Mutt Mitt” dispenser (1 location)
- Bicycle rack (1 location)

- Bollard (2 locations)

Approvals
- SCVWD – joint use agreement, construction permit, encroachment permit
- Private property owners – trail easement
- Caltrans – encroachment permit
- CDFG - Streambed Alteration Agreement

Reach 5E – West San Fernando Street to West Santa Clara Street

- Stamped, colored asphalt at the Delmas Avenue crosswalks
- 'Zebra' striping at West Santa Clara Street crosswalks
- Push button modifications at intersection
- Directional signage (3 locations)
- Sign sidewalk along West Santa Clara Street for bicyclists to walk bikes
- Rules and regulation signage (2 locations)
- Mileage marker (1 location)

Approvals
- VTA – joint use agreement
- Caltrans – encroachment permit

San Fernando Light Rail Station Ramp

Approvals
- VTA – plan review

Improvements
- 12' wide porous concrete ramp with handrails and stair access
- Directional signage (2 locations)
- Gateway (1 location)

Site Preparation

Best Management Practices (BMP's) are a set of standard treatment techniques to ensure stormwater runoff is controlled in a safe and effective manner. The goal of BMP's is to reduce the amount of pollution and sediment runoff into the surrounding watershed and water bodies, and they are typically implemented during the construction phase. Implementation of BMP's help to protect natural resources and sensitive habitats, and they are the supporting elements within a Stormwater Pollution Prevention Plan.

ADA non-compliant and compliant push buttons

Fiber rolls

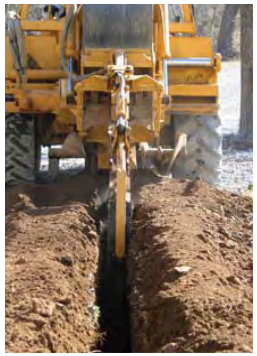
Silt fencing

Selection of BMP's is based on site conditions and should minimize disturbed areas, protect and stabilize slopes and channels, and minimize overall site disturbance. The proposed best management practices for the Los Gatos Creek Trail Reach 5 include:

- Erosion and sediment control: Protect surface soils and prevent erosion of particles that occur by wind, rainfall, and flowing water; address areas of inactive, disturbed, and active soil areas on the project site prior to the onset of rainfall to prevent distribution of loose particles. Measures include*:
  - ES-2, Preservation of Existing Vegetation
  - ES-4, Hydroseeding
- Sediment control: Trap soil particles that may have been detached or eroded as a result of water flow, wind elements, and rainfall. This works as a supporting element of erosion and sediment controls and is a passive system that relies on filtering and capturing sediment from the means of transportation, whether it be water or wind. Measures include:
  - SC-1, Silt Fence
  - SC-5, Fiber Rolls
- Non-stormwater management: It is recognized that certain non-stormwater discharges may be necessary in order to complete construction and include activities such as pipe flushing and testing, street cleaning, equipment re-fueling and irrigation. These activities may release pollutants such as fuel and other harmful materials into adjacent areas of the project but, special provisions can help to eliminate them. They include the following:
  - NS-2, Dewatering
  - NS-5 Clear Water Diversion
  - NS-15, Demolition Adjacent to Water

Tree protection

* measures from California Stormwater Quality Handbooks, 2003



Mechanical trenching

Excavation by hand within dripline of tree

Tree Protection

Site preparation work should support tree and vegetation preservation by ensuring that proper methods of pruning, equipment storage, trenching and excavating, and root repair standards are followed. At no time should construction materials, soil or equipment be stored or placed within the "dripline" of existing trees to be preserved. Impacts to a tree's dripline can increase the potential for root damage and magnifies the negative effects of compaction. Trees should also have temporary fencing (chain link or snow fencing) placed at the dripline perimeter, or at a minimum, 5 feet from the trunk.

If excavation, trenching and backfill occur within the drip line of a tree, all digging should be completed by hand in order to protect existing roots. Selective pruning should only be undertaken if required and only under the supervision of a qualified arborist, in consultation with the biologist. Following these measures will reduce the tree and riparian mitigation requirements of the project and help to preserve the natural habitat of the riparian corridor along Los Gatos Creek.

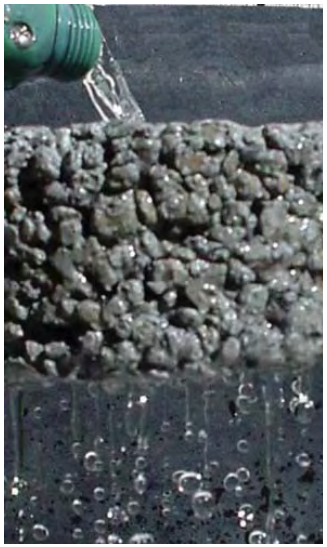
Grading and Slope Stabilization

Because the trail parallels existing creek banks that are significantly steep in some areas, proper grading and slope stabilization are required to minimize post-project erosion. Preserving existing vegetation and roots is the first step in ensuring stable slopes. Where trail construction requires disturbance of existing slopes, retaining walls are proposed to minimize the creation of new steep slopes. New slopes should adhere to geotechnical engineering recommendations, but in general, should not exceed 3:1 (horizontal: vertical).

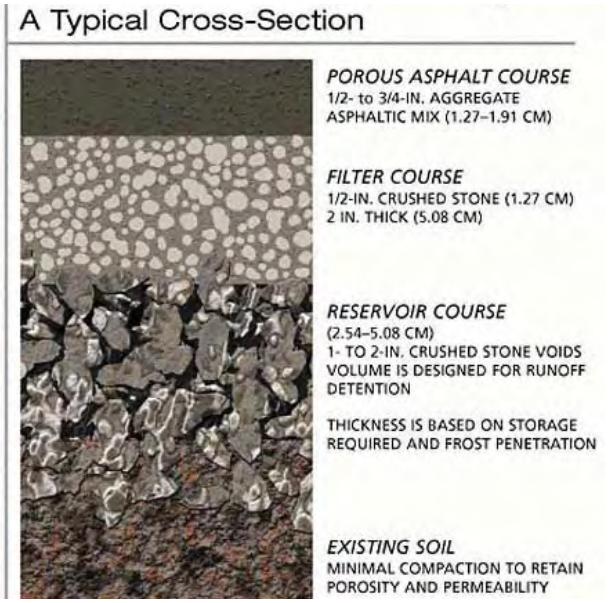
At the trail under-crossing, winter creek flows may result in additional scouring of the banks. Temporary erosion control blankets should be provided to stabilize slopes and minimize the effects of scour. A self-seeding hydroseed mix consisting of

Rip-rap at Los Gatos Creek Trail near Leigh Avenue

Porous asphalt vs. impermeable asphalt



Porous pavement filtration



Porous pavement cross section

watershed native plants or willow wattles should be provided to provide permanent stabilization of the creek banks. Rip rap consisting of boulders and wood debris should be provided along the trail's creekside edge to prevent scouring and undercutting of the trail bed and to provide shaded riverine habitat. Final design of the riprap should be completed in consultation with a fisheries biologist.

Trail Surfacing

To help manage stormwater runoff, porous pavement materials will be used to help recharge the creekbed and surrounding watershed. Porous pavement is a specially structured material that

Common Name	*Scientific Name*
Riparian Plantings	
Blue Elderberry	Sambucus mexicana
Fremont Cottonwood	Populus fremontii
Box Elder	Acer negundo
Willow	Salix. sp.
Coast Live Oak	Quercus agrifolia
Western Sycamore	Platanus racemosa
California Rose	Rosa californica
Flowering Currant	Ribes californica
Snowberry	Symphoricarpos albus
Coyote Brush	Baccharis pilularis
Shaded Riverine Habitat (SRA Cover)	
Willow	Salix sp.
Fremont Cottonwood	Populus fremontii

Figure 35: Preliminary plant list

has a low quantity of fine particles in order to create 15% to 20% voids. The structural integrity of the material is maintained and is capable of supporting traffic while allowing water to penetrate into a gravel drainage and base layer underneath.

Porous pavement will be used for trail pavement throughout Reach 5 and will eliminate the need for additional C3 stormwater provisions. Typical installations require soil percolation rates to be 1/2 inch per hour with a gravel bed underneath to allow for storage of water before it passes into the soil layer. Pavements of a lighter color and higher solar reflective index will also help to minimize the heat island effect caused by the introduction of pavement and will help to cool the surrounding area. Pervious pavement requires periodic sweeping and or vacuuming to maintain the void spaces.

Habitat Enhancement

Currently, the creek corridor contains dense riparian vegetation that supports various wildlife habitats. The limits of this riparian area will be expanded with the implementation of mitigation plantings required of the project. The mitigation area is proposed to be located at the current Fire Department Training Facility parcel and will provide approximately 1.3 acres of watershed native plantings. A preliminary recommended plant list is outlined in the biotic report and is shown in Figure 35.

Fisheries impacts are also a concern for the site because construction will be taking place in close proximity to the creek bed. To minimize impacts to aquatic wildlife, construction provisions such as dewatering, monitoring of water temperatures and electro-fishing will help.

Los Gatos Creek Trail Reach 4, signage

Los Gatos Creek Trail Reach 4, trailhead and gateway signage

Miscellaneous Site Amenities

Trail amenities such as signage and gateways are proposed to ensure that the various trail segments, particularly those utilizing sidewalks and roadways, result in a consistent trail experience. Use of trail logo, combined with repeating signage materials and design, such as those shown in figure 36, would provide a unique identity to the trail. Amenities include:

Gateway Feature: an iconic gateway element that is repeated at major trail entries to mark trail access points and provide a consistent aesthetic along the trail; should include a trail map. Gateway feature for Reach 5 should match that which has already been constructed at the Reach 4 trail entry on Auzerais Avenue.

Directional Signage: signage to direct trail users along the trail, to a trail access/exit point, or to major destinations along the trail. This signage should bear a trail logo that reflects the Los Gatos Creek Trail experience and should be located at approximately 250-foot intervals in the on-street segments to reinforce the trail alignment. Signage should announce cross streets.

Rules and Regulations Signage: signage stating trail rules, safety requirements, warnings such as periodic flooding, and other regulations; should be included at all entries to the trail and at under-crossing.

Mileage Markers: signage that describes the distance traveled from each end of the trail; should be located at regular intervals,

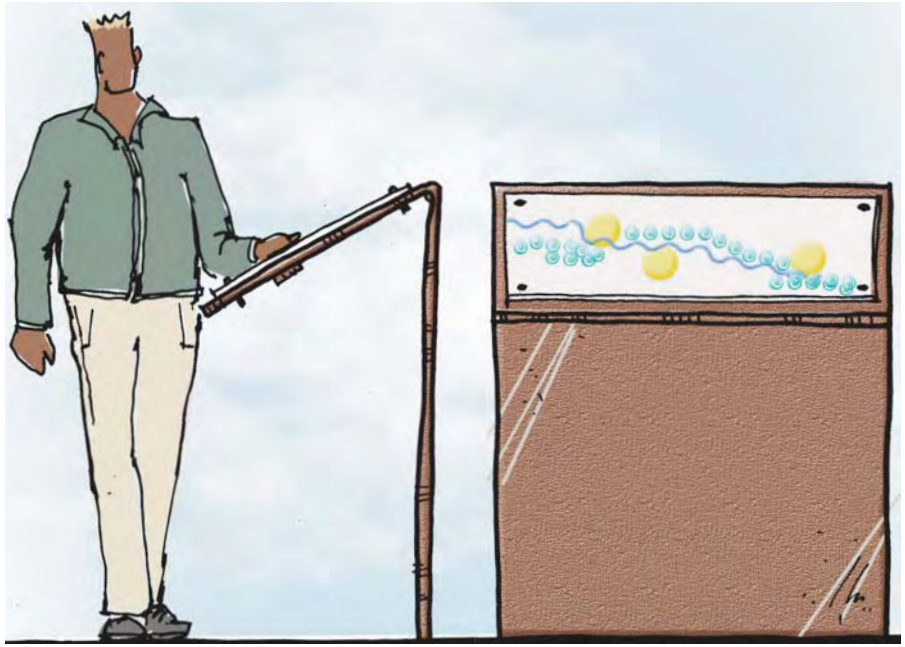


Figure 36: Interpretive panel example

used as part of an emergency locator system. Spacing will be determined at a later date.

Interpretive Signage: signage providing educational information about the creek, former Del Monte cannery, site history, or other point of interest.

Awareness Strip: in-pavement signage noting the creek name and major streets in proximity; serves as an additional way-finding element in trail experience. Visual signal to identify an upcoming transition and will flank the beginning and end of each trail segment.

Trash Receptacle: should be provided at each trail entry/exit area for user convenience, and in top-of-bank areas for ease of maintenance.

Guadalupe River Park directional sign

Bike route

"Mutt Mitt" Dispenser: provides bags for dog owners to pick up after their pets; should be located adjacent to trash receptacles.

Bicycle Rack: provides opportunity for trail users to secure their bicycles; should be provided at trail entry/exit areas.

Bollard: provided to discourage vehicles from entering the trail.

Trail Map: will be provided in several locations at trail entry/exit areas to ensure that trail users can still follow the trail alignment along on-street segments.

Bicycle Design Guidelines: will follow VTA Bike Guideline and Manual on Uniform Traffic Control Devices (MUTCD) standards and will include routing number signs and designation system so signage will be consistent and understandable to cyclist. This will help to ensure travel between neighborhoods and trail systems will be recognizable.

Estimate Of Costs

The estimated probable cost of construction for the entire trail is provided by sub-reach. The cost estimates reflect the proposed trail alignment as envisioned in this master plan and assume construction start in 2012 and completion in 2014. Unit costs were based on 2008 numbers. Because the estimates have been developed without the benefit of construction drawings, they are considered to be preliminary and subject to change.

Sub-Reach Key Map

Summary

Sub-Reach	Description	Segment Total	Total
5A	Auzerais Avenue to SPRR Under-crossing	$89,000	
5B	SPRR Under-crossing at West San Carlos Street	$2,399,000	
5C	SPRR Under-crossing to Park Avenue	$1,841,000	
5D	Park Avenue to West San Fernando Street	$1,164,000	
5E	West San Fernando Street to West Santa Clara Street	$94,000	
	San Fernando Light Rail Station Ramp	$270,000	
	Total Estimated Project Costs		**$5,857,000**

Reach 5A: Auzerais Avenue to SPRR Railway Under-crossing

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
A	**Project Start-up**					
1.	Bonding and mobilization	Allow	LS	$3,000.00	$3,000	
2.	Traffic control	Allow	LS	$5,000.00	$5,000	
3.	Construction staking	Allow	LS	$3,000.00	$3,000	
						$11,000
B	**Demolition**					
1.	Relocate signage	Allow	LS	$500.00	$500	
2.	Remove roadway striping (20 LF)	Allow	LS	$500.00	$500	
						$1,000
C	**Site Construction**					
1.	Crosswalk pavement (stamped asphalt)	400	SF	$10.00	$4,000	
2.	SWPPP measures and maintenance	Allow	LS	$5,000.00	$5,000	
						$9,000
D	**Site Furnishings**					
1.	Directional signage (street)	1	EA	$250.00	$250	
2.	Directional signage (trail)	1	EA	$3,000.00	$3,000	
3.	Rules and regulations signage	1	EA	$250.00	$250	
4.	Miscellaneous signage and mileage markers	Allow	LS	$1,000.00	$1,000	
5.	Trash receptacle	1	EA	$500.00	$500	
6.	"Mutt Mitt" dispenser	1	EA	$1,000.00	$1,000	
7.	Bicycle rack	1	EA	$1,000.00	$1,000	
8.	Bollard	1	EA	$400.00	$400	
						$7,400
E	**Subtotal of Construction**					$28,400
F	**Contingencies**					
1.	Allowance for probable design period changes	Allow	10%	$2,840.00	$2,840	
2.	Inflation (5% over the next four years)	Allow	20%	$5,680.00	$5,680	
3.	Estimating contingency	Allow	20%	$5,680.00	$5,680	
						$14,200
G	**Total of Construction**					$42,600
H	**Allowance for Probable Construction Period Change Orders**	Allow	10%	$4,260.00	$4,260	
						$4,260
I	**City Design Management and Construction Inspection**	Allow	30%	$12,780.00	$12,780	
						$12,780
J	**Public Art Program**					
1.	Public art	Allow	2%	$852.00	$852	
						$850
K	**Professional Services**					
1.	Topographic survey	Allow	LS	$5,000.00	$5,000	
2.	Design development	Allow	LS	$6,000.00	$6,000	
3.	Construction documents	Allow	LS	$15,000.00	$15,000	
4.	Bidding and construction administration	Allow	LS	$2,000.00	$2,000	
5.	Testing and special inspection	Allow	LS	$1,000.00	$1,000	
						$29,000
L	**Total Estimated Project Costs**					**$89,000**

Reach 5B: SPRR Railway Under-crossing at West San Carlos Street

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
A	**Project Start-up**					
1.	Bonding and mobilization	Allow	5.0%	$39,760.00	$39,760	
2.	Traffic control	Allow	1.0%	$7,952.00	$7,952	
3.	Construction staking	Allow	2.0%	$15,904.00	$15,904	
4.	Temporary construction fencing	960	LF	$5.00	$4,800	
5.	JPB training	Allow	LS	$20,000.00	$20,000	
						$88,420
B	**Demolition**					
1.	Clear and grub	17,400	SF	$0.50	$8,700	
2.	Asphalt pavement removal	10,350	SF	$2.50	$25,875	
3.	D.G. pavement removal	2,150	SF	$1.50	$3,225	
4.	Remove trees and stumps	13	EA	$800.00	$10,400	
5.	Sawcut	350	LF	$5.00	$1,750	
6.	Remove chain link fence	25	LF	$6.00	$150	
7.	Adjust utilities	Allow	LS	$15,000.00	$15,000	
						$65,100
C	**Grading and Drainage**					
1.	Rough grading	300	CY	$60.00	$18,000	
2.	Outfall modifications	4	EA	$2,000.00	$8,000	
3.	Dewatering	Allow	LS	$50,000.00	$50,000	
						$76,000
D	**Storm Water Pollution Prevention Provisions**					
1.	Construction entrance	1	EA	$4,000.00	$4,000	
2.	Fiber rolls	660	LF	$5.00	$3,300	
3.	Storm drain filters	2	EA	$1,200.00	$2,400	
4.	Slope stabilization	1,200	SF	$1.00	$1,200	
5.	Maintenance	16	WK	$350.00	$5,600	
						$16,500
E	**Site Construction**					
1.	Porous concrete pavement	12,300	SF	$12.00	$147,600	
2.	Stairs- concrete	350	SF	$40.00	$14,000	
3.	Wall- stair/retaining- 3' max height	280	LF	$150.00	$42,000	
4.	Handrail- stair/retaining	110	LF	$75.00	$8,250	
5.	Wall- retaining- 10' max height	230	LF	$500.00	$115,000	
6.	Splitrail fence- riparian edge- 4' high	510	LF	$35.00	$17,850	
7.	Guardrail- ornamental metal- 4' high	475	LF	$100.00	$47,500	
8.	Riprap	165	TON	$350.00	$57,750	
9.	Striping, trail	875	LF	$1.00	$875	
10.	Awareness strip	1	EA	$2,000.00	$2,000	
11.	Fish habitat mitigation logs	Allow	LS	$25,000.00	$25,000	
						$477,830
F	**Site Furnishings**					
1.	Interpretive signage	2	EA	$4,000.00	$8,000	
2.	Directional signage (trail)	2	EA	$2,000.00	$4,000	
3.	Trail map and mileage markers	Allow	LS	$2,000.00	$2,000	
4.	Regulatory and safety signage	2	EA	$400.00	$800	
5.	Trash receptacle	1	EA	$500.00	$500	
6.	"Mutt mitt" dispenser	1	EA	$1,000.00	$1,000	
7.	Bike Rack	1	EA	$1,000.00	$1,000	
						$17,300
G	**Electrical**					
1.	Point of connection	Allow	LS	$15,000.00	$15,000	
2.	Security lighting	Allow	LS	$3,000.00	$3,000	
3.	Conduit (conductor, splices)	250	LF	$30.00	$7,500	
4.	Pull box	Allow	LS	$2,000.00	$2,000	
						$27,500
H	**Soil Preparation and Fine Grading**					
1.	Soil preparation and fine grading	13,620	SF	$1.00	$13,620	
2.	Mulch	6,540	SF	$0.75	$4,905	
						$18,530

Reach 5B: SPRR Railway Under-crossing at West San Carlos Street

I	**Irrigation**					
1.	Controller 12 stations	1	EA	$9,000.00	$9,000	
2.	Backflow preventer and meter	1	EA	$15,000.00	$15,000	
3.	Irrigation system, temporary	7,090	SF	$1.50	$10,635	
4.	Adjust existing irrigation	6,540	SF	$1.00	$6,540	
						$41,180
J	**Planting**					
1.	Trees - 24" box	23	EA	$450.00	$10,350	
2.	Shrub/groundcover	6,540	SF	$5.00	$32,700	
3.	Hydroseed	1,350	SF	$0.75	$1,013	
4.	Mitigation planting (7090 sf)	110	EA	$20.00	$2,200	
						$46,260
K	**Landscape Maintenance**					
1.	Plant establishment period	3	MO	$1,000.00	$3,000	
2.	Mitigation monitoring	12	MO	$500.00	$6,000	
						$9,000
L	**Subtotal of Construction**					$883,620
M	**Contingencies**					
1.	Allowance for probable design period changes	Allow	10%	$88,362.00	$88,362	
2.	Inflation (5% over the next four years)	Allow	20%	$176,724.00	$176,724	
3.	Estimating contingency	Allow	20%	$176,724.00	$176,724	
						$441,810
N	**Total of Construction**					$1,325,430
O	**Regulatory Agency Permit (Fish and Game)**	Allow	LS	$4,000.00	$4,000	
						$4,000
P	**Caltrain Service Agreement and Training**	Allow	LS	$170,000.00	$170,000	
						$170,000
Q	**Allowance for Probable Construction Period Change Orders**	Allow	10%	$132,543.00	$132,543	
						$132,540
R	**City Design Management and Construction Inspection**	Allow	30%	$397,629.00	$397,629	
						$397,630
S	**Public Art Program**					
1.	Public art	Allow	2%	$26,508.60	$26,509	
						$26,510
T	**Professional Services**					
1.	Topographic survey	Allow	LS	$30,000.00	$30,000	
2.	Geotechnical engineer	Allow	LS	$8,000.00	$8,000	
3.	Biological and fisheries consultant	Allow	LS	$25,000.00	$25,000	
4.	Structural engineer	Allow	2%	$26,508.60	$26,509	
5.	Hydraulic engineer and topographic data	Allow	LS	$25,000.00	$25,000	
6.	Caltrain training of consultant team	Allow	LS	$20,000.00	$20,000	
7.	Design development	Allow	3%	$39,762.90	$39,763	
8.	Permitting assistance	Allow	LS	$10,000.00	$10,000	
9.	Construction documents	Allow	8%	$106,034.40	$106,034	
10.	Bidding and construction administration	Allow	3%	$39,762.90	$39,763	
11.	Testing and special inspection	Allow	1%	$13,254.30	$13,254	
						$343,320
U	**Total Estimated Project Costs**					**$2,399,000**

Reach 5C: SPRR Railway Under-crossing to Park Avenue

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
A	**Project Start-up**					
1.	Bonding and mobilization	Allow	5.0%	$34,863.00	$34,863	
2.	Traffic control	Allow	1.5%	$10,458.90	$10,459	
3.	Construction staking	Allow	1.5%	$10,458.90	$10,459	
4.	Temporary construction fencing	705	LF	$5.00	$3,525	
						$59,310
B	**Demolition**					
1.	Clear and grub	7,250	SF	$0.50	$3,625	
2.	Tree removal, 8"-18"	13	EA	$800.00	$10,400	
3.	Sawcut	500	LF	$5.00	$2,500	
4.	Asphalt pavement removal	55,210	SF	$2.50	$138,025	
5.	Relocate signage	Allow	LS	$500.00	$500	
6.	Remove chainlink fence, 6'	325	LF	$6.00	$1,950	
7.	Adjust utilities	Allow	LS	$1,000.00	$1,000	
8.	Concrete pavement removal	250	SF	$3.00	$750	
						$158,750
C	**Grading and Drainage**					
1.	Rough grading	285	CY	$60.00	$17,100	
						$17,100
D	**Storm Water Pollution Prevention Provisions**					
1.	Construction entrance	1	EA	$4,000.00	$4,000	
2.	Fiber rolls	510	LF	$5.00	$2,550	
3.	Storm drain filters	2	EA	$1,200.00	$2,400	
4.	Maintenance	16	WK	$350.00	$5,600	
						$14,550
E	**Site Construction**					
1.	Porous asphalt pavement	10,700	SF	$9.00	$96,300	
2.	Porous concrete plaza	300	SF	$12.00	$3,600	
3.	Base rock shoulder	2,310	SF	$4.00	$9,240	
4.	Asphalt driveway	250	SF	$9.00	$2,250	
5.	Wall-retaining-6' max height	110	LF	$300.00	$33,000	
6.	Guardrail- ornamental metal, 4' high	110	LF	$100.00	$11,000	
7.	Safety barrier-6' max wall height	105	LF	$200.00	$21,000	
8.	Splitrail fence, riparian edge-4' high	1,250	SF	$35.00	$43,750	
9.	Striping, trail	1,080	LF	$1.00	$1,080	
10.	Awareness strip	1	EA	$2,000.00	$2,000	
						$223,220
F	**Site Furnishings**					
1.	Gateway feature	1	EA	$15,000.00	$15,000	
2.	Directional signage (street)	3	EA	$400.00	$1,200	
3.	Directional signage (trail)	2	EA	$2,000.00	$4,000	
4.	Regulatory signage	1	EA	$400.00	$400	
5.	Trail map and mileage markers	Allow	LS	$2,000.00	$2,000	
6.	Bollard	1	EA	$400.00	$400	
7.	Landmark	1	EA	$10,000.00	$10,000	
8.	Bike Rack	1	EA	$1,000.00	$1,000	
9.	"Mutt Mitt " dispenser	1	EA	$500.00	$500	
10.	Push button modifications	Allow	LS	$20,000.00	$20,000	
11.	Trash receptacle	1	EA	$500.00	$500	
						$55,000

Reach 5C: SPRR Railway Under-crossing to Park Avenue

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
G	**Soil Preparation and Fine Grading**					
1.	Soil preparation and fine grading	49,500	SF	$1.00	$49,500	
2.	Mulch	49,500	SF	$0.75	$37,125	
						$86,630
H	**Irrigation**					
1.	Controller, 24 stations	1	EA	$10,000.00	$10,000	
2.	Backflow preventer and meter	1	EA	$15,000.00	$15,000	
3.	Irrigation system, temporary	49,500	SF	$1.50	$74,250	
4.	Electrical point-of-connection	1	EA	$15,000.00	$15,000	
						$114,250
I	**Planting**					
1.	Mitigation planting (49,500 sf)	775	EA	$20.00	$15,500	
2.	Hydroseed	4,350	SF	$0.75	$3,263	
						$18,760
J	**Landscape Maintenance**					
1.	Plant establishment period	3	MO	$1,000.00	$3,000	
2.	Mitigation monitoring	12	MO	$500.00	$6,000	
						$9,000
K	**Subtotal of Construction**					$756,570
L	**Contingencies**					
1.	Allowance for probable design period changes	Allow	10%	$75,657.00	$75,657	
2.	Inflation (5% over the next four years)	Allow	20%	$151,314.00	$151,314	
3.	Estimating contingency	Allow	20%	$151,314.00	$151,314	
						$378,290
M	**Total of Construction**					$1,134,860
N	**Regulatory Agency Permit (Fish and Game)**	Allow	LS	$4,000.00	$4,000	
						$4,000
O	**Allowance for Probable Construction Period Change Orders**	Allow	10%	$113,486.00	$113,486	
						$113,490
P	**City Design Management and Construction Inspection**	Allow	30%	$340,458.00	$340,458	
						$340,460
Q	**Public Art Program**					
1.	Public art	Allow	2%	$22,697.20	$22,697	
						$22,700
R	**Professional Services**					
1.	Topographic survey	Allow	LS	$30,000.00	$30,000	
2.	Geotechnical engineer	Allow	LS	$4,000.00	$4,000	
3.	Biological consultant	Allow	LS	$15,000.00	$15,000	
4.	Design development	Allow	3%	$34,045.80	$34,046	
5.	Permitting assistance	Allow	LS	$6,000.00	$6,000	
6.	Construction documents	Allow	8%	$90,788.80	$90,789	
7.	Bidding and construction administration	Allow	3%	$34,045.80	$34,046	
8.	Testing and special inspection	Allow	1%	$11,348.60	$11,349	
						$225,230
S	**Total Estimated Project Costs**					**$1,841,000**

Reach 5D: Park Avenue to West San Fernando Street

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
A	**Project Start-up**					
1.	Bonding and mobilization	Allow	5.0%	$21,239.00	$21,239	
2.	Traffic control	Allow	3.0%	$12,743.40	$12,743	
3.	Construction staking	Allow	2.0%	$8,495.60	$8,496	
4.	Temporary construction fencing	2,180	LF	$5.00	$10,900	
						$53,380
B	**Demolition**					
1.	Clear and grub	14,380	SF	$0.50	$7,190	
2.	Tree removal	5	EA	$800.00	$4,000	
3.	Asphalt pavement removal	1,700	SF	$2.50	$4,250	
4.	Concrete curb removal	320	LF	$5.00	$1,600	
5.	Remove chainlink fence, 6'	730	LF	$6.00	$4,380	
6.	Sawcut	670	LF	$5.00	$3,350	
						$24,770
C	**Grading and Drainage**					
1.	Rough grading (assume 3" to 6" depth)	315	CY	$60.00	$18,900	
						$18,900
D	**Storm Water Pollution Prevention Provisions**					
1.	Construction entrance	1	EA	$4,000.00	$4,000	
2.	Fiber rolls	950	LF	$5.00	$4,750	
3.	Storm drain filters	4	EA	$1,200.00	$4,800	
4.	Maintenance	12	WK	$350.00	$4,200	
						$17,750
E	**Site Construction**					
1.	Crosswalk pavement (stamped asphalt)	6,000	SF	$10.00	$60,000	
2.	Concrete porous plaza	300	SF	$12.00	$3,600	
3.	Porous asphalt pavement	10,690	SF	$9.00	$96,210	
4.	Base rock shoulder	3,050	SF	$4.00	$12,200	
5.	Curb-concrete	975	LF	$25.00	$24,375	
6.	Fence-chainlink-6'	990	LF	$35.00	$34,650	
7.	Striping, trail	1,720	LF	$1.00	$1,720	
8.	Awareness strip	2	EA	$2,000.00	$4,000	
						$236,760
F	**Site Furnishings**					
1.	Gateway feature	3	EA	$15,000.00	$45,000	
2.	Interpretive signage	1	EA	$4,000.00	$4,000	
3.	Directional signage (street)	2	EA	$250.00	$500	
4.	Directional signage (trail)	1	EA	$3,000.00	$3,000	
5.	Miscellaneous signage and mileage markers	1	LS	$2,000.00	$2,000	
6.	Trash receptacle	1	EA	$500.00	$500	
7.	"Mutt Mitt" dispenser	1	EA	$500.00	$500	
8.	Bicycle rack	1	EA	$1,000.00	$1,000	
9.	Bollard	2	EA	$400.00	$800	
						$57,300
G	**Soil Preparation and Fine Grading**					
1.	Soil preparation and fine grading	2,000	SF	$1.00	$2,000	
2.	Mulch	2,000	SF	$0.75	$1,500	
						$3,500

Reach 5D: Park Avenue to West San Fernando Street

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
H	**Irrigation**					
1.	Controller, 12 station	1	EA	$10,000.00	$10,000	
2.	Backflow preventer and meter	1	EA	$15,000.00	$15,000	
3.	Irrigation system	2,000	SF	$2.00	$4,000	
4.	Electrical point-of-connection	1	EA	$15,000.00	$15,000	
						$44,000
I	**Planting**					
1.	Trees, 24" box	13	EA	$450.00	$5,850	
2.	Shrub/groundcover	2,000	SF	$5.00	$10,000	
3.	Hydroseed	3,930	SF	$0.75	$2,948	
						$18,800
J	**Landscape Maintenance**					
1.	Plant establishment period	3	MO	$1,000.00	$3,000	
						$3,000
K	**Subtotal of Construction**					$478,160
L	**Contingencies**					
1.	Allowance for probable design period changes	Allow	10%	$47,816.00	$47,816	
2.	Inflation (5% over the next four years)	Allow	20%	$95,632.00	$95,632	
3.	Estimating contingency	Allow	20%	$95,632.00	$95,632	
						$239,080
M	**Total of Construction**					$717,240
N	**Regulatory Agency Permit (Fish and Game)**	Allow	LS	$4,000.00	$4,000	
						$4,000
O	**Allowance for Probable Construction Design Change Order**	Allow	10%	$71,724.00	$71,724	
						$71,720
P	**City Design Management and Construction Inspection**	Allow	30%	$215,172.00	$215,172	
						$215,170
Q	**Public Art Program**					
1.	Public art	Allow	2%	$14,344.80	$14,345	
						$14,340
R	**Professional Services**					
1.	Topographic survey	Allow	LS	$25,000.00	$25,000	
2.	Geotechnical engineer	Allow	LS	$4,000.00	$4,000	
3.	Biological consultant	Allow	LS	$5,000.00	$5,000	
4.	Design development	Allow	3%	$21,517.20	$21,517	
5.	Construction documents	Allow	8%	$57,379.20	$57,379	
6.	Bidding and construction administration	Allow	3%	$21,517.20	$21,517	
7.	Testing and special inspection	Allow	1%	$7,172.40	$7,172	
		-				$141,590
S	**Total Estimated Project Costs**					**$1,164,000**

Reach 5E: West San Fernando Street to West Santa Clara Street

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
A	**Project Start-up**					
1.	Bonding and mobilization	Allow	8.0%	$1,640.00	$1,640	
2.	Traffic control	Allow	LS	$5,000.00	$5,000	
3.	Construction staking	Allow	LS	$3,000.00	$3,000	
						$9,640
B	**Site Construction**					
1.	Crosswalk pavement (stamped asphalt)	1,550	SF	$10.00	$15,500	
2.	SWPPP measures and maintenance	Allow	LS	$5,000.00	$5,000	
						$20,500
C	**Subtotal of Construction**					$30,140
D	**Contingencies**					
1.	Allowance for probable design period changes	Allow	10%	$3,014.00	$3,014	
2.	Inflation (5% over the next four years)	Allow	20%	$6,028.00	$6,028	
3.	Estimating contingency	Allow	20%	$6,028.00	$6,028	
						$15,070
E	**Total of Construction**					$45,210
F	**Allowance for Probable Construction Period Change Orders**	Allow	10%	$4,521.00	$4,521	
						$4,520
G	**City Design Management and Construction Inspection**	Allow	30%	$13,563.00	$13,563	
						$13,560
H	**Professional Services**					
1.	Topographic survey	Allow	LS	$10,000.00	$10,000	
2.	Design development	Allow	LS	$6,000.00	$6,000	
3.	Construction documents	Allow	LS	$10,000.00	$10,000	
4.	Bidding and construction administration	Allow	LS	$4,000.00	$4,000	
5.	Testing and special inspection	Allow	LS	$1,000.00	$1,000	
						$31,000
I	**Total Estimated Project Costs**					**$94,000**

San Fernando Light Rail Station Ramp

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
A	**Project Start-up**					
1.	Bonding and mobilization	Allow	7.0%	$6,982.50	$6,983	
2.	Traffic control	Allow	0.5%	$498.75	$499	
3.	Construction staking	Allow	0.5%	$498.75	$499	
4.	Temporary construction fencing	300	LF	$5.00	$1,500	
						$9,480
B	**Demolition**					
1.	Remove metal fence (cable, 20 LF)	Allow	LS	$750.00	$750	
						$750
C	**Grading and Drainage**					
1.	SWPPP measures and maintenance	Allow	LS	$5,000.00	$5,000	
						$5,000
D	**Site Construction**					
1.	Concrete ramp, 12' wide	1,750	SF	$10.00	$17,500	
2.	Stairs-concrete	200	SF	$40.00	$8,000	
3.	Wall-retaining-3' max height	100	LF	$150.00	$15,000	
4.	Handrail- stair/ramp	300	LF	$75.00	$22,500	
						$63,000
E	**Site Furnishings**					
1.	Miscellaneous signage and mileage markers	Allow	LS	$1,000.00	$1,000	
2.	Gateway feature	2	EA	$15,000.00	$30,000	
						$31,000
F	**Subtotal of Construction**					$109,230
G	**Contingencies**					
1.	Allowance for probable design period changes	Allow	10%	$10,923.00	$10,923	
2.	Inflation (5% over the next four years)	Allow	20%	$21,846.00	$21,846	
3.	Estimating contingency	Allow	20%	$21,846.00	$21,846	
						$54,620
H	**Total of Construction**					$163,850
I	**Allowance for Probable Construction Period Change Orders**	Allow	10%	$16,385.00	$16,385	
						$16,390
J	**City Design Management and Construction Inspection**	Allow	30%	$49,155.00	$49,155	
						$49,160
K	**Public Art Program**					
1.	Public art	Allow	2%	$3,277.00	$3,277	
						$3,280
L	**Professional Services**					
1.	Topographic survey	Allow	LS	$2,000.00	$2,000	
2.	Design development	Allow	LS	$10,000.00	$10,000	
3.	Construction documents	Allow	LS	$20,000.00	$20,000	
4.	Bidding and construction administration	Allow	LS	$3,000.00	$3,000	
5.	Testing and special inspection	Allow	LS	$2,000.00	$2,000	
						$37,000
M	**Total Estimated Project Costs**					**$270,000**

Next Steps

Phasing

It is typically beneficial to implement a trail project in phases, so that funding amounts are reasonable and so some segments of the trail are more immediately available to the public. Trail implementation should begin from the southern end of Reach 5 for the following reasons:

- Reach 4 has already been constructed, providing a logical connection and extension of Reach 5.
- Most of sub-reach 5A has been built.
- Property acquisition and spatial constraints make the middle sub-reaches (5C and 5D) more challenging.
- The high cost of constructing the under-crossing and issuance of required permits make reach 5B more challenging.
- Reach 5E utilizes existing sidewalks and roadways.

Therefore, recommended phasing for implementation of the Los Gatos Creek Trail, Reach 5 is as follows:

1. Reach 5A: This reach would bring the trail north to Old San Carlos Street and has been constructed; minor signage additions will denote this segment as part of Reach 5
2. Reach 5B: Implementation of this reach is a priority as it will address the largest constraint in the project – safe crossing of the SPRR RAILWAY railroad tracks. This sub-reach cannot be constructed until the Fire Department relocates its training facility to another site, since the training facility would conflict with proposed use of the land as mitigation to address the under-crossing and other project riparian impacts. If another suitable site can be located for mitigation, then this sub-reach can proceed.
3. Reach 5C: This sub-reach continues the trail northward to Park Avenue. The provision of a temporary trail will allow this sub-reach to be quickly implemented following the construction of sub-reach 5B. Implementation of permanent trail improvements cannot be constructed until the Fire Department relocates its training facility to another site.
4. Reach 5D: Trail implementation in this sub-reach brings the trail northward to West Santa Clara Street and connects to Guadalupe River Park. Property acquisition is required for this sub-reach.
5. Reach 5E: Existing; minor signage additions will denote this segment as part of Reach 5.

With the implementation requirements and opportunities identified, the Master Plan may be used as a road map for getting the project designed and constructed.

Funding

As noted earlier in this report, the City has already identified the availability of Measure B funds for property acquisition and federal BEP funds for final design and trail construction. The use of federal funds requires that NEPA clearance be completed prior to beginning final design. Obtaining NEPA clearance will be a priority in the next phase of trail implementation, followed by preparation of construction documents, preparation of regulatory permit applications, and preparation of joint-use and other agreements.

Implementation

With a number of funding sources already identified, Reach 5 of the Los Gatos Creek Trail is in an enviable position of getting one step closer to being a fully realized, fully built trail. Its role as an important link between two of the City's major trail systems is reinforced by its strategic location in Downtown. Once built, Reach 5 will be one of the crown jewels in the City's 100+ mile network of trails and a testament to the importance of a strong vision in realizing a decades-long planning effort by City staff and residents alike.

Guadaulpe River Trail, Part of the City's Trail Network

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- *Uniform Interjurisdictional Trail Design, Use and Management Guidelines.* Santa Clara County. April 1999.
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- *Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Stormwater Handbook.* May 2004.
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- *California Stormwater Quality Association,Stormwater Best Management Practice Handbook. (Construction)* January 2003.
- *Valley Transportation Plan 2030.* Santa Clara Valley Transportation Authority. February 2005.
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Acknowledgements

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Appendix

MEETING NAME **DATE**

Start- Up Meeting (Staff Meeting # 1).....October 04, 2005

Meeting Summary Site Walk.(TAC Meeting # 1).....October 26, 2005

Review Meeting #1 (Stagg Meeting # 2).....December 5, 2005

TAC Meeting # 2.....December 12, 2005

EIR Scoping Meeting.....January 12, 2006

Staff Meeting # 3.....February 8, 2006

TAC Meeting # 3.....March 8, 2006

EIR/EIS Coordination Meeting.....July 10, 2006

Public Scoping Meeting.....September 18, 2006

Preliminary Biological Impact Findings.....September 28, 2006

Santa Clara Valley Water District Comments on Draft Hydraulic Report.....November 27,2006

Rail Crossing Review .....December 19,2006

Hydraulic Analysis Discussion.....June 19, 2007

VTA Coordination Meeting.....September 25, 2007

EIR/EIS Coordination Meeting .....September 26, 2007

SCVWD Coordination Meeting.....October 19, 2007

Callander Associates
Landscape Architecture, Inc.

Via Email Only

October 10, 2005

Meeting Summary
Start-up Meeting
RE: LOS GATOS CREEK TRAIL REACH 5
Location: City Hall, San Jose
Date of Meeting: October 4, 2005

Attendees:

City of San Jose Staff:
Jan Palajac, jan.palajac@sanjoseca.gov (JP)
Yves Zsutty, yves.zsutty@sanjoseca.gov (YZ)
Manuel Cota, manuel.cota@sanjoseca.gov (MC)
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Dale Johnston, Callander Associates, djohnston@callanderassociates.com(CA)

Mark Slichter opened with a brief overview of the Los Gatos Creek Trail Reach 5 project limits and objectives. He then reviewed the anticipated schedule and process for the project. An in-depth alignment review and open discussion followed. Items discussed in the meeting were:

item	*person and date to follow-up*
Auzerais Intersection	
• Construction start for the Reach 4 trail segment is anticipated by summer 2006.	
• The Auzerais community favors a below grade crossing at Auzerais to link the Reach 5 trail segment to Reach 4.	
• An undercrossing would likely be flooded during winter as noted in the Reach 4 Hydraulic Study.	
• An on-grade crossing will be required to provide year-round access. Callander to evaluate whether a below-grade connection to Reach 4 is feasible.	CA by December
Auzerais to West San Carlos	
• The Del Monte parcel is owned by KB Homes and is slated for high density residential development.	
• KB Homes is obligated to design and build the trail segment that lies within their site.	
• Callander to reflect KB's trail alignment and limits within the Del Monte parcel on the project plans.	CA by December
• The trail crossings are one of the major constraints with this trail project.	
• The civil engineer for KB Homes is Ruth & Going.	
• Callander to copy CH2M Hill with the KB Homes EIR and PD permit information.	CA by 10/14

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Land Planning
Park and Recreation Planning
Environmental Planning

Peter E. Callander, ASLA, Principal
A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal

Document5

item	*person and date to follow-up*
West San Carlos Crossing	
• There are potential plans for a future high speed rail development that would likely result in an elevated railway and a reconstructed, on-grade West San Carlos Street. Development restrictions resulting from this railway project will not be incorporated into this project as a concept plan has not yet been developed.	
• The Joint Powers Board (JPB) prefers that the trail cross on the north side of West San Carlos and through the outer bay of the road bridge to allow for the potential addition of a Caltrain track through the adjacent inner bay.	
• Caltrain has requested a drawing of the anticipated abutment footprint to allow it to evaluate the feasibility of the crossing. Footprint shall be made available at a future coordination meeting.	CA
• Callander requests copies of meeting minutes and plans regarding additional Caltrain track, if available.	JP
• A review of the railway crossing by the California Public Utilities Commission (CPUC) will likely be required.	
West San Carlos to West San Fernando	
• The trail would remain on-grade and run parallel to the Fire Department property frontage.	
• Montgomery and Autumn are both one way roads and are a part of Highway 82. An alignment through Montgomery, Autumn, or West San Fernando would likely require review and approval by Caltrans District 4 and the State Architect.	
• The City's Real Estate Department is currently researching preliminary title reports for the properties adjacent to Car Quest. Monica to forward reports when research is completed.	MK by 10/14
• The proposed trail alignment through the properties coincides with existing parking spaces that may require negotiations with the property owners. A potential alternative to parking removal is to cantilever the trail over the creek bank, although this is undesirable due to the riparian corridor impacts.	

Document5

item	*person and date to follow-up*
West San Fernando to Santa Clara	
• The San Jose Redevelopment Agency (SJRA) may be studying the general West San Fernando area surrounding the trail corridor. Yves to contact Ben Tripousis to clarify status of the SJRA projects.	YZ by 10/14
• Consider inviting the SJRA to attend future meetings as a collaborator for potential property acquisition(s).	JP
• There may be a proposal to build a high rise residential development between West San Fernando and Santa Clara adjacent to the VTA Light Rail Station. This may provide an opportunity for including the trail construction as a condition of approval for the development. Michael Rhoades to verify current status of development.	MR by 10/14
• An at-grade crossing was incorporated at the VTA light rail station in anticipation of the trail, although access on the north side of the station terminates. The trail crossing already has CPUC approval.	
• Callander to consider trail crossing treatments to maximize safety of on-grade crossing at Santa Clara.	CA by December
• John Brazil to provide at-grade crossing treatment options information.	JB by 10/14
• Future development along Santa Clara may impact proposed trail crossing due to increased vehicular and/or trail traffic.	
Funding	
• Ideally, the project plans and environmental clearance documents would be completed well in advance of June 30, 2006 in order to allow enough time for property acquisition by the June 30 Measure B funding deadline. Completed project plans are required in order to obtain environmental clearance and to acquire property.	

Document5

item *person and date to follow-up*

- The Measure B funds must be encumbered by June 30, 2006 and are currently allocated for project design and environmental clearance. Since the current project schedule projects a completion date in September, it is unknown whether the Measure B funds can be fully utilized.

- VTA will provide construction funding for the project. Since it will be federal funds, NEPA (National Environmental Protection Act) clearance will be required. Property acquisition is not allowed during the NEPA process.

- Property owners potentially affected by the anticipated project have not yet been notified.

Schedule

- Survey work has begun.

- Environmental work has begun.

- Trail project has full support from City Council. The project is on the priority list since it is fully funded and is a critical link in connecting the Los Gatos Creek Trail to downtown.

- The first Technical Advisory Committee (TAC) meeting will likely take place towards end of November/beginning of December.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Dale Johnston, Callander Associates

cc: Attendees
Todd Capurso, todd.capurso@sanjoseca.gov
Erin Morris, erin.morris@sanjoseca.gov
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Document5

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

Revised November 3, 2005

Meeting Summary
Site Walk
RE: LOS GATOS CREEK TRAIL REACH 5
Location: Los Gatos Creek, San Jose
Date of Meeting: October 26, 2005

Attendees:
City of San Jose:
Jan Palajac, jan.palajac@sanjoseca.gov (JP)
Yves Zsutty, yves.zsutty@sanjoseca.gov (YZ)
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Santa Clara Valley Water District:
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Guadalupe - Coyote Resource Conservation District:
Larry Johmann, GCRCD, ljohmann@pacbell.net (LJ)

Consultants:
Dave Von Rueden, CH2M Hill, drueden@CH2M.com (DVR)
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Leianne Humble, Denise Duffy & Associates, lhumble@ddaplanning.com (LH)
Belinda Blackie, Lowney Associates, BBlackie@Lowney.com (BB)

The objective of the Site Walk meeting was to orient attendees to the site and discuss the challenges related to the implementation of the Los Gatos Creek Trail, Reach 5. Beginning at the terminus of Reach 4 (Auzerais Street crossing) and ending at Guadalupe River Park (West Santa Clara Avenue crossing), the group stopped at various locations along the creek. Mark Slichter and Marie Mai gave quick overviews of the site-specific issues of the proposed trail alignment with the intent for candid

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Benjamin W. Woodside, ASLA, Principal

discussion of potential constraints and options for the proposed trail. Issues noted from the discussions are as follows:

item — *person and date to follow-up*

Auzerais Street (terminus of Reach 4)

- Construction start for the Reach 4 trail segment is anticipated by summer 2006.
- The outflow culvert and spillway beneath the Auzerais Street bridge may impede a below-grade or creek level alignment.
- An under-crossing would likely be flooded during winter as noted in the Reach 4 survey. However, that survey lacked sufficient detail to rule out this option. Further study will occur as part of this design development plan. An on-grade crossing will be required to provide year-round access.
- The on-grade crossing option should maximize sight lines.

Auzerais Street to West San Carlos Street

- The Del Monte parcel is owned by KB Homes and is slated for high density residential development that will face the creek.
- KB Homes is obligated to design and build the trail segment that lies within their site.
- Because residences will be sited to face the creek, the Planning Department and (future) residents are not likely to support an elevated ramp component leading towards West San Carlos Street.

West San Carlos Street Crossing (elevated above Caltrain rail lines)

- The Joint Powers Board (JPB) prefers that the trail cross on the north side of West San Carlos Street and through the western outer bay of the road bridge to allow for the potential addition of a Caltrain track through the adjacent inner bay.
- Several alignment options to cross West San Carlos Street and the rail lines were discussed.

Document4

item — *person and date to follow-up*

- Option #1 would be to ramp underneath West San Carlos Street, turn east, and pass over the rail lines north of the road bridge. The ramp would need to begin inside the Del Monte (KB Homes) site to meet ADA requirements for a maximum 5% gradient, likewise as the trail ramps down to grade on the north side towards Park Avenue.
  - The existing billboard would need to be removed or relocated if this option were implemented. Callander to research the identity of the billboard owner. — CA by December
  - The PG&E tower may require a greater setback than the existing space is able to provide if a ramp were built next to it.
  - Callander to confirm the minimum vertical clearance between the rail lines and any structure crossing above the tracks. — CA by December
- Option #2 would be to ramp the trail eastward over the rail lines, turn north through a creek-side bay under the West San Carlos Street overpass, and ramp down to grade towards Park Avenue.
- Option #3 would be to ramp eastward underneath the rail lines, then turn north and remain at creek level. This option would likely be impeded by flood waters and the low vertical clearance of the rail bridge crossing Los Gatos Creek.
- A fourth option would be to tunnel underneath the rail lines, possibly adjacent to an existing retaining wall and abutment.
  - A tunnel alignment may be undesirable if surveillance issues can't be addressed.
  - The tunnel option should consider providing security features within the tunnel.
  - A tunnel precedent would be the Diridon Tunnel Station.

- There are potential plans for a future high speed rail development that would likely result in an elevated railway and a reconstructed, on-grade West San Carlos Street.

Document4

item	person and date to follow-up
Development restrictions resulting from this railway project will not be incorporated into this project as a concept plan has not yet been developed.	
West San Carlos Street to West San Fernando Street	
• The trail would remain on-grade and run parallel to the Fire Department property frontage.	
• The existing utilities along Montgomery Street would need to be relocated to accommodate the width of trail leading to Park Avenue.	
• The trail may extend into the Fire Department site at the entrance to the Training Facility to avoid riparian corridor impacts and steep slopes. A reallocation of City property from the Fire Department to the Parks Department may be required.	
• The San Jose Redevelopment Agency (SJRA) may be studying the general West San Fernando area surrounding the trail corridor as a potential ballpark site. On 10/25/05, Council approved an agreement for PG&E to study moving their substation to the Fire Dept. property site. Callander to contact SRJA to determine the status of public notification.	CA by December
• The proposed trail alignment between Park Avenue and West San Fernando Street passes through several private properties. If the trail is located on the west side of the fenceline, it will displace existing parking spaces and the existing Carquest building.	
o Acquisition of the Carquest parcel would be required to implement this alignment.	
o Existing parking spaces displaced by the trail could be replaced by new spaces located within the acquired Carquest parcel.	
o Any impacts to these properties will require negotiations with the property owners.	
o A potential alternative to removal of the parking spaces is to align the trail on the east side of the fence. Due to steep slopes, the trail would need to cantilever over the creek bank. This option is undesirable due to the riparian corridor impacts.	
West San Fernando Street to Santa Clara Street	
• Options for both an at-grade and below-grade crossing of West San Fernando Street were discussed.	
o A below-grade or creek level alignment to cross West San Fernando Street would likely remain below grade past the light rail station.	
o An at-grade alignment would bring users from the San Fernando crossing through the existing gates at the light rail station to the north side, and then ramp 4-5 ft. down to the existing parking lot. An at-grade trail link would enhance multi-modal opportunities.	
o The ramp from the light rail station down to the parking lot may conflict with a well pump station owned by the San Jose Water Company. Callander to contact the Water Company for clearance and security requirements.	CA by December
• A high rise residential development on the existing parking lot north of the VTA Light Rail Station is being considered by San Jose Water Company.	
o The proposed residential development includes trail construction as a condition of approval for the development.	
o The development may include provisions for a traffic signal at the intersection of Delmas Avenue and Santa Clara Street. Traffic impacts from trail use could be minimized by coordinating traffic signals along Santa Clara. Callander to confirm provision of traffic signal.	CA by December
• Future development along Santa Clara Street may impact proposed trail crossing due to increased vehicular and/or trail traffic.	CA by December
• Existing parking displaced by the residential development may be replaced by a proposed arena parking structure.	

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item	*person and date to follow-up*
Miscellaneous	
• SCVWD to provide hard copy of existing topo survey.	VS by 11/9/05
• Callander Associates to provide Jan with pdfs of meeting materials for City distribution to invitees not in attendance.	CA by 11/2/05

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Dale Johnston, Callander Associates

Document4

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

December 14, 2005

Meeting Summary
Review Meeting #1
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Jose City Hall
Date of Meeting: December 5, 2005

Attendees:

City of San Jose:
Jan Palajac, jan.palajac@sanjoseca.gov (JP)
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Dale Johnston, Callander Associates, djohnston@callanderassociates.com (CA)

The purpose of the meeting was to review the Opportunities and Constraints Plan and under-crossing feasibility studies in advance of the TAC (Technical Advisory Committee) Meeting scheduled for December 12, 2005. The items discussed were as follows:

Opportunities and Constraints Plan and Anticipated On-grade Trail Alignment

- Auzerais Avenue
  - The plan from KB Homes shows a widening of Auzerais Avenue to accommodate anticipated park-related on-street parking, but there are no current City plans to widen the Auzerais Avenue bridge.

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Benjamin W. Woodside, ASLA, Pri

- The KB Homes trail alignment shows an at-grade crossing of Auzerais Avenue (immediately west of the creek).
- A bridge over Auzerais Avenue has been briefly considered but dismissed as the the overcrossing could present privacy issues for the homes that were designed without knowledge of the structure.

- West San Carlos Street
  - One option is an over-crossing at the tracks. This is considered infeasible due to feedback from the Joint Powers Board that the ramp would conflict with future track expansion plans by Caltrain. Additionally, the over-crossing could present privacy issues for the homes that were designed without knowledge of the structure.
  - A second option is to provide an elevator and bridge structure to cross the tracks. This is not considered feasible as the City (PRNS) would likely not be able to secure the resources to maintain and secure the structure and trail users may opt not to use it.
  - The KB Homes development requires that the road spur remain in place for maintenance and emergency access, regardless of the railroad crossing configuration.
  - Callander to discuss with environmental consultant the possibility of using land adjacent to the riparian corridor (ie. Fire Department parcel) for mitigation.

- West San Fernando Street
  - One at-grade option is to utilize existing sidewalks and crosswalks from the corner of Autumn Street and West San Fernando Street to the San Fernando LRT station. This would bring the user through the existing station greenspace and down into the San Jose Water Company's property and along a proposed trail currently part of San Jose Water Company's conceptual development project.
  - Another option would keep the alignment on the west side of the creek, crossing West San Fernando Street at street grade into the area designated by the Diridon/Arena Strategic Development Plan as planned park space, but this is undesirable due to property constraints on the west side.

Meeting Summary
Review Meeting #1
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Jose City Hall
Date of Meeting: December 5, 2005

  - Callander Associates to delineate the VTA Light Rail Transit area (between West San Fernando Street and the tracks, and between the creek and Delmas Avenue) as "park/open space" on the plan.

- West Santa Clara Street
  - An on-grade approach to West Santa Clara Street would be along the east bank, likely through San Jose Water Company's property, with access to Delmas Avenue and onward to West Santa Clara Street.
  - The proposed San Jose Water Company development includes a realignment of Delmas Avenue and a new traffic signal at West Santa Clara Street.
  - The proposed traffic signal would enhance pedestrian safety at the at-grade crosswalk. Use of a traffic signal would not be optimal since it would cause some inconvenience to users who would have to wait for a traffic signal light.
  - The San Jose Water Company's conceptual development currently shows a 50' building setback, which accommodates a trail and planting area.

Under-Crossing Feasibility Studies

- Design Considerations
  - The under-crossing studies assume an ideal 12' vertical clearance per the Santa Clara County Trails Master Plan. Reducing the clearance to a minimum 8' would allow for a shorter ramp and reduction of environmental impacts.
  - The ramps assume a 5% maximum slope in order to be ADA compliant.
  - Clearance for maintenance vehicles (up to 12' height) may need to be provided to allow equipment access to the bottom of the under-crossing.
  - The under-crossings assume use of concrete pavement due to concrete's non-petroleum characteristics, rigidness, lower maintenance, and ability to resist scouring during storm events.

- Environmental Considerations
  - CH2M Hill to provide a preliminary count of trees to be removed for environmental consultant to determine mitigation requirements.

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- All under-crossings would be flooded as they are located within the main channel, with frequencies as low as 10 year events possible. Los Gatos Creek flows may be minimally impacted by the added structures as its flow is somewhat stabilized by an upstream reservoir.
- The 100 year flood level is estimated to lie within the creek corridor and top of bank. Determination of exact levels would require a hydraulic analysis.

- Auzerais Avenue
  - The ramp needed to achieve the 8' minimum clearance under the bridge soffit would extend 200+' south into Reach 4 and northward into KB Home's creek frontage.
  - The ramp to the south terminates near a new mitigation area and land owned by the San Jose Water Company. Since access to the Reach 4 trail cannot be provided without disturbing the mitigation area and relocation of existing outfalls, it is likely to be problematic, and so the under-crossing is considered infeasible.

- West San Carlos Street / Joint Powers Board (JPB) Railway
  - First Alternative
    - One alternative is to bore behind the existing concrete abutment on the west side. Boring may be restricted if sufficient cover above the proposed bore depth and length cannot be provided.
    - The existing and unknown utilities may further restrict the bore alternative.
  - Second alternative
    - A second alternative is to temporarily remove the tracks above the bridge, excavate and install a prefabricated tunnel that would span the length of the trail alignment under the rail line. This would be the most expensive option.
    - This option would need extensive coordination with the JPB to temporarily re-route or stop rail traffic over the bridge during construction.

Meeting Summary
Review Meeting #1
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Jose City Hall
Date of Meeting: December 5, 2005

  - Third alternative
    - Another alternative would be to construct the trail under the tracks through an existing outer bay adjacent to the two bays where the main creek flows occur. This alternative currently seems most feasible.
    - The JPB has plans to rebuild only the superstructure for the rail line bridge and not the abutments. That construction would take place in the next 5 years.
      - The current 'I' beam structure is about 7 feet in depth from rail to bottom of soffit. It may be possible increase the bridge clearance height as part of the reconstruction to allow the trail level to be raised above the low flow channel of the creek.
    - The trail may be aligned to stay parallel to the existing concrete wall that runs under West San Carlos Street, ramping up to the north along the Fire Department parcel.
    - An advantage of this alternative is that a sump to discharge drainage would not be required as the trail's low point would be open to the creek.
  - The KB Homes development along the creek frontage will likely be set on piles due to unstable soil conditions and would be built during the latter part of the construction period.
    - Due to the poor soil conditions, a switchback ramp system is not feasible.

- West San Fernando Street
  - The option to align the trail under both the West San Fernando Street and VTA tracks is not considered desirable because of the extensive retaining walls required, environmental impacts, lack of connectivity with the VTA station, and termination on the "wrong" (west) side of the creek.

- West Santa Clara Street
  - The trail would ramp down along San Jose Water Company's proposed development frontage to achieve the required clearance under the West Santa Clara Street bridge and then ramp back up to top of bank on the north side of the street along Guadalupe River Park.

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- The alignment would require retaining walls on both sides of the trail to support both the embankment and the trail.
- The under-crossing is preferable to the at-grade crossing as it would offer uninterrupted access from the Los Gatos Creek Trail to the Guadalupe Park without crossing a major street.
- The trail alignment and development cost south of Santa Clara could be incorporated into the approval requirements for the San Jose Water Company's property development.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Dale Johnston, Callander Associates

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

January 24, 2006

Meeting Summary (Revised)
TAC Meeting #2
RE: LOS GATOS CREEK TRAIL, REACH 5
Location: San José City Hall
Date of Meeting: December 12, 2005

Attendees:

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The purpose of the meeting was to review the Opportunities and Constraints Plan and under-crossing feasibility studies and obtain comments from the TAC (Technical Advisory Committee). Under-crossings for 4 locations were originally evaluated but two (at Auzerais Avenue and West San Fernando Street) were eliminated from further

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Benjamin W. Woodside, ASLA, Principal

consideration since they were not critical to maintaining trail continuity and their elimination would help to reduce the net environmental impact of the project. Therefore, the main discussion for the TAC Meeting were the proposed under-crossings at West San Carlos Street and West Santa Clara Street.

The items discussed were as follows:

Opportunities and Constraints Plan and Anticipated On-grade Trail Alignment

- Auzerais Avenue
    - The KB Homes and Reach 4 trail alignment show an at-grade crossing of Auzerais Avenue (immediately west of the bridge).
    - The KB Homes development has setbacks varying from 45-70 feet along the creek frontage; sufficient to accommodate riparian planting and the trail alignment behind the top of bank.
    - Commuter use from Auzerais Avenue to West Santa Clara Street is expected to substantially increase with the completion of the Los Gatos Creek Trail system.
- West San Carlos Street / Caltrain Railway
    - An over-crossing at the tracks was evaluated but is considered infeasible due to feedback from the Joint Powers Board that the ramp would conflict with future track expansion plans by Caltrain.
    - Another option that was considered but deemed infeasible was an elevator and bridge structure to cross the tracks. The use of elevators may not be possible due to restricted use of land in the area and the City would likely not be able to secure the resources to maintain and secure the structure. Additionally, the use of elevators is inconsistent with a trail experience and would likely be unused by bicycle commuters.
- West San Fernando Street
    - One at-grade option is to utilize existing sidewalks and crosswalks from the corner of Autumn Street and West San Fernando Street to the San Fernando Light Rail Transit station.

    - The pedestrian gates at the LRT crossing may cause a potential bottleneck as anticipated trail use increases.
    - The LRT schedule of traffic has an approximate twelve-minute interval between trains.
- West Santa Clara Street
    - An on-grade approach to West Santa Clara Street would be along the east bank, likely through San Jose Water Company's property, with access to Delmas Avenue and onward to West Santa Clara Street.
    - The proposed San Jose Water Company development includes a relocation of Delmas Avenue and a new signal controlled crossing at West Santa Clara Street.
    - The proposed traffic signal would enhance pedestrian safety at the at-grade crosswalk, though it would cause some inconvenience for users who would have to wait for the traffic signal light. Additionally, "flush time" operations to clear traffic after an Arena event may significantly delay crossings at the intersection.
    - The San Jose Water Company's conceptual development currently shows a 50' building setback, which accommodates a proposed trail.

Under-crossing Feasibility Studies

- Design Considerations
    - The under-crossing studies reflect an ideal 12' vertical clearance per the Santa Clara County Trails Master Plan, though a reduction in the clearance to a minimum 8' is recommended to allow for a shorter ramp and corresponding reduction of environmental impacts.
    - The ramps assume a 5% maximum slope in order to be ADA compliant.
    - Clearance for vehicles will not be provided, as vehicular access is not required for trail maintenance by the City.
        - The placement of site furniture such as trash receptacles should be located near street access points for efficient vehicular access and maintenance.

- Emergency access points would need to be provided to allow for emergency crews to access the under-crossings. Stairs in lieu of ramps are preferred to minimize traveling distance. The minimum standards for distances and width to be provided by the City's Fire Department.
- Wayfinding signage should be provided for the trail with emphasis at the undercrossings to aid in locating users along trail segments in emergency situations.
  - The City has funding available for wayfinding signage throughout Reach 5.
  - Wayfinding signage should also address trail detours to be used in times of flooding.
- The trail system will not be designed with path lighting.
- The preferred alignment would have a grade separation between trail users and vehicular traffic and have as few stops as possible.

- Flood Considerations
  - Both under-crossings would be flooded as they are located within the main channel, with frequencies as low as 10-year events possible.
  - The 100-year flood level is estimated to lie within the creek corridor and top of bank. Determination of exact levels would require an hydraulic analysis.
  - The design of the Guadalupe River Trail assumed that there would be 3 days per year when the lower portions of the trail would need to be bypassed due to flood conditions.

- West San Carlos Street/ Caltrain Railway
  - A tunnel or bore alternative behind the existing concrete abutment on the west side was evaluated but deemed infeasible due to the cost, potential utility conflicts, lack of sufficient soil depth and safety concerns.
  - The recommended alignment would be to construct the trail under the rail line through an existing outer bay adjacent to the two bays where the creek flows occur.

Meeting Summary (Revised)
TAC Meeting #2
RE: LOS GATOS CREEK TRAIL, REACH 5
Location: San José City Hall
Date of Meeting: December 12, 2005

- Caltrain plans to rebuild only the superstructure for the rail line bridge and not the abutments. That construction would take place in the next 5 years.
  - The City would need an Encroachment Permit from Caltrain to align the trail under the rail bridge. The rail bridge is owned and maintained by Caltrain.
  - It may be possible to increase the bridge clearance height by a maximum of one foot by raising the bridge soffit.
  - Under-crossing design should include provisions for protection from potential debris from the rail line.
  - Trail design should include provisions for fencing to deter trail users from crossing the tracks at-grade during flood events.

- West Santa Clara Street
  - An under-crossing is desired in addition to the at-grade crossing as it would offer uninterrupted access from the Los Gatos Creek Trail to the Guadalupe Park without crossing a major street. Concern about environmental and construction impacts were shared.
  - Additional development anticipated for the area would likely increase vehicular traffic through West Santa Clara Street and make an under-crossing more desirable.
  - A suggestion to re-route special event vehicular traffic through Delmas Avenue to minimize cross traffic along an at-grade trail route was deemed infeasible as DOT would not likely approve the rerouting. The routing of traffic associated with Arena events is documented in the City's Arena Traffic Management Plan which has been in place since the center's opening.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Dale Johnston, Callander Associates

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Via E-mail Only

Revised January 19, 2006

Meeting Summary
EIR Scoping Meeting
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Jose City Hall
Date of Meeting: January 12, 2006

Attendees: *City of San Jose*:
Jan Palajac, jan.palajac@sanjoseca.gov (JP)
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Marie Mai, Callander Associates, mmai@callanderassociates.com (CA)
Mark Slichter, Callander Associates, mslichter@callanderassociates.com (CA)

The purpose of the meeting was to confirm that an EIR (Environmental Impact Report) would be required in lieu of a mitigated negative declaration to satisfy CEQA requirements and to confirm the scoping requirements of an EIR. The items discussed were as follows:

item — *person responsible and due date*

EIR Triggers / Avoidance Strategy

- In general, an EIR is prepared when substantial evidence exists, based on the whole record, that a project may have a significant adverse effect on the environment. For this project specifically, it appears at this point that there are unavoidable impacts that cannot be mitigated to a less than significant level and there may be residual impacts as a result.

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Benjamin W. Woodside, ASLA, Principal

Revised January 19, 2005
Meeting Summary
EIR Scoping Meeting
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Jose City Hall
Date of Meeting: January 12, 2006

item — *person responsible and due date*

- For this project, there would likely be impacts to steelhead due to the proposed undercrossing at West Santa Clara Street. Removal of numerous trees would be required for both the West Santa Clara Street and West San Carlos Street undercrossings that may affect shaded riverine aquatic habitat (SRA) as well as other habitats. Those unavoidable impacts necessitate preparation of an EIR.

- If the West Santa Clara Street undercrossing is eliminated from the scope and only the West San Carlos Street undercrossing remains, it is possible that a mitigated negative declaration may suffice.

Mitigation

- Any mitigation site would need to be located within the Los Gatos Creek watershed or its tributaries.

- Preliminary calculations indicate that 2.7 acres of mitigation area will be required for the project, assuming a 3:1 replacement ratio.

  - The proposed undercrossing at West Santa Clara Street will require approximately 1.3 acres and the West San Carlos Street undercrossing will require approximately 1.4 acres. Mitigation for other segments of the trail has not yet been quantified and an increase in the total area is likely.

  - In addition, approximately 1,000 linear feet of SRA will be required, based on a 1:1 replacement ratio. A 1:1 ratio is currently accepted by the regulatory agencies.

- Because the sites adjacent to the creek are developed and because it appears that the City does not currently have any land available for mitigation, it will be a challenge meeting the anticipated mitigation requirements.

Revised January 19, 2005
Meeting Summary
EIR Scoping Meeting
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Jose City Hall
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item	*person responsible and due date*

- One option is property acquisition by the City to obtain land that can then be used for mitigation. The land would have to be adjacent to the creek. This option is likely infeasible because of the expense and because there are competing redevelopment interests for the adjacent parcels by various groups.
- Another potential option is to utilize some of the KB Homes land for mitigation, although most of the land (2.7 acres) must remain parkland as currently designated.
- A third option is to restore degraded parts of the western creek bank, such as along the KB Homes frontage and the West San Carlos Street bridge. There would likely be additional permitting requirements associated with restoration. Though the National Marine and Fisheries Services (NMFS) may be receptive to restoration, other agencies may be hesitant to accept restoration in lieu of mitigation since it would set an undesirable precedent.
- A fourth option is to purchase credits in a mitigation bank. This option is currently not accepted by the regulatory agencies since credits do not address impacts to steelhead.

- It is anticipated that the SRA mitigation can be met on-site.

Regulatory Approval

- Since the West San Carlos Street undercrossing is required to maintain trail continuity, making this the sole undercrossing may result in both an approved EIR and permits for the trail.

Revised January 19, 2005
Meeting Summary
EIR Scoping Meeting
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Jose City Hall
Date of Meeting: January 12, 2006

item	*person responsible and due date*
• Since the EIR and permit approval processes are separate, it is possible that the project may have an approved EIR and still not receive the needed permits if agencies perceive the inclusion of the undercrossing at West Santa Clara Street to be unnecessary.	
• It may be beneficial to meet with the agencies on-site to review the project and obtain preliminary agency concerns. The project is scheduled for discussion at the GWIWG meeting today. Jan will provide details of meeting outcome after she hears back from the Water District and/or the Regional Water Quality Board, who were in attendance.	LH/KL JP by 1/18/06
• Army Corps, Regional Water Quality Control Board, and Fish and Game permits are required. A Section 7 consultation with NMFS and Fish and Wildlife Services are likely required. If NMFS has additional requirements, a more extensive Section 10 Habitat Conservation Plan may be necessary.	
EIR Requirements	
• An alternatives analysis and more detailed summary will be required as part of the EIR.	LH
• The alternatives analysis will require evaluation of property acquisition as a mitigation option and evaluation of the elevator, at-grade, ramp, and tunnel crossings options at West San Carlos Street.	LH
• An 8.33% ramp should also be evaluated since it would reduce the required ramp length and tree impact. However, a ramp with landings is not a desirable trail feature for bicyclists due to the bumpy ride. Since the funding for design and construction of this trail reach was earmarked to improve bicycle commuter amenities, it may be difficult to compromise bicycle facilities as a concession to the environmental requirements.	LH/CA

Document1
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Revised January 19, 2005
Meeting Summary
EIR Scoping Meeting
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Jose City Hall
Date of Meeting: January 12, 2006

item	*person responsible and due date*
• Because the trail will be a designated bicycle commuter corridor, the trail width cannot be reduced to 8' from the standard 12' width due to safety concerns.	
• Dismissal of alternatives must be supported by well-defined reasons.	LH/CA/JP
• An hydraulic study will be required to delineate ordinary high water and 100 year flood elevation.	CA/CH2M Hill
• A detailed geotechnical engineering report with borings and a noise study will not be required to evaluate pile-driven structures. Schematic level design drawings will be required as part of the EIR process to accompany the alternatives analysis and to help determine degree of impact.	CA/CH2M Hill
• An EIR scoping meeting is required to review project issues with the public and gather preliminary comments on the project.	JC/MR
• After development of a stable project description and the determination that an EIR will be prepared for a project, the Planning Department circulates a Notice of Preparation (NOP) to all effected responsible agencies, trustee agencies, and federal agencies. Although CEQA guidelines do not required the public be sent an NOP, it is the City's policy to do so. The NOP is a brief summary that describes the project and anticipated impacts.	
• The circulation period spans 30 days. The scoping meeting is usually held at the midpoint of the 30 day period. Comments received are incorporated into the EIR as appropriate. Following the public comment period, the Planning Department gathers the comments and prepares a response to comments.	JC/MR

Document1

Revised January 19, 2005
Meeting Summary
EIR Scoping Meeting
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Jose City Hall
Date of Meeting: January 12, 2006

item	*person responsible and due date*
• Since the project funding source for construction is federal monies, a joint Environmental Impact Statement (EIS)/EIR will likely be required.	LH
• Although it is possible the project may qualify for an Environmental Assessment in lieu of an EIS, an EIS could be required due to impacts to steelhead.	
• The EIS must be written according to Caltrans-accepted format since Caltrans will be the lead agency administering the funding. Caltrans involvement can significantly protract the schedule for environmental review.	
• Additional evaluations of environmental justice, archaeology/historic features, and floodplain evaluation will likely be required. In addition, a detailed Natural Environment Study will be required in lieu of a Biological Assessment.	
Budget and Schedule	
• Because funding in Callander's master agreement is almost fully allocated, an amendment to the master agreement will likely be required to complete these additional services. The amended agreement will have to go to Council for approval. Alternatively, an RFQ process may be deemed necessary if an amendment is not possible.	
• The consultant team shall provide the City (through Callander) with a ballpark figure for completing the EIS/EIR. Jan will review budget requirements with City staff and if the City determines that an amendment is acceptable, the consultant team shall provide the City with a detailed scope and fee proposal.	CA/LH/KL

Document1

Revised January 19, 2005
Meeting Summary
EIR Scoping Meeting
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Jose City Hall
Date of Meeting: January 12, 2006

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Marie Mai
Callander Associates

Document1

Via E-mail Only

February 15, 2006

Meeting Summary
Staff Meeting #3
RE: LOS GATOS CREEK TRAIL, REACH 5
Location of Meeting: San Jose City Hall
Date of Meeting: February 8, 2006
Page 1

Attendees:

City of San José:
Jan Palajac (JP), jan.palajac@sanjoseca.gov
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Marie Mai, Callander Associates (CA), mmai@callanderassociates.com
Dale Johnston, Callander Associates (CA), djohnston@callanderassociates.com

The purpose of the meeting was to review the Draft Trail Alignment Plan and detail drawings in order to obtain comments prior to the TAC (Technical Advisory Committee) meeting scheduled for early March 2006.

The following information was discussed and/or decided upon in our meeting:

item — *person and date to follow up*

Reach 4 (Lonus Street to Auzerais Avenue)

- The Reach 4 trail segment will be out to bid in mid-February and the construction of the trail should be completed by the fall of 2007.

Meeting Summary
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RE: LOS GATOS CREEK TRAIL, REACH 5
Location of Meeting: San Jose City Hall
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item — *person and date to follow up*

Auzerais Avenue to West San Carlos Street

- A signature paving treatment of colored and textured pavement is proposed for the pedestrian crosswalks at Auzerais Avenue, Park Avenue, West San Fernando Street, and West Santa Clara Street.
- The signature paving would need to be changed to the City standard "piano key" striping at West Santa Clara Street due to difficulties in maintaining the texture on arterials. Manuel Cota to forward to Callander Associates additional information regarding striping. — MC by 2/15
- The City has not yet installed textured paving on arterials that are part of Route 82, a State Highway. Coordination with Caltrans would need to occur to determine if special paving could be considered.
- Callander Associates to confirm that the textured paving will be ADA accessible. — CA by 2/15
- The final trail alignment at top of bank along the KB Homes site needs to be coordinated with the proposed rail bridge undercrossing. KB Homes will design and construct the trail along the top of bank. Callander Associates to coordinate with KB Homes to adjust their top of bank trail alignment. — CA by 2/15
- Yves Zsutty (YZ) has the current landscape plan for the KB Homes development. The SCVWD will be reviewing the plant list to ensure that native species are used. Callander Associates to contact KB Homes for a copy of the landscape plan. — CA by 2/15

West San Carlos Street to South Montgomery Street

- Consider cutting into the creek bank and realigning the undercrossing to reduce the retaining wall height to less than 30 inches along the creek side of the trail to eliminate the need for guardrails.
- UBC (Universal Building Code) requires guardrails for drop-offs greater than 30".
- The City may not have the manpower to remove the guardrails during flood conditions when the guardrails may obstruct the flow of water within the creek channel. The City prefers a design solution that does not require direct staff interaction.

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item — *person and date to follow up*

- Callander Associates to revise drawings to re-grade and realign the trail undercrossing to eliminate the use of guardrails where possible. — CA by March
- The SCVWD has also expressed a preference to eliminate the use of guardrails where possible.
- The clearance height for the undercrossing is anticipated to be 8 feet. The 8 foot clearance may restrict the equestrian police patrol of the trail. The equestrian police patrol would have to dismount at the railroad bridge. An 8 foot clearance is proposed in lieu of a 12 foot clearance to minimize riparian corridor impacts.
- Only the undercrossings will have security lighting.
- Riprap abatement along the trail and creek edges may be required to stabilize and armor areas affected by the trail construction.
    - The infringement of the trail in portions of the creek channel may displace channel flow during flood periods. The modeling of the creek to be completed by CH2M Hill would verify the amount of channel flow that would be affected.
- Callander Associates to coordinate with Caltrain for a specification on the fencing between the rail bridge and the trail to meet Caltrain's requirements both for the type of fence and the funding for the fence installation. — CA to coordinate with Caltrain
    - It is likely that Caltrain will design and construct the fence. The City would reimburse Caltrain for the design and construction costs.
    - The proposal for the soccer stadium is no longer to be considered; however, the proposal for a baseball stadium is still being considered by the City.

South Montgomery Street to the Park Avenue intersection

- The added sidewalk width for a Class I trail, a 5 foot landscape buffer at back of curb and a 5 foot landscape buffer at the property line would require that the ROW on the west side of South Montgomery Street be widened with a corresponding reduction of the Fire Department Training Facility property, or that a trail easement be dedicated.

item — *person and date to follow up*

- The buffer between the roadway and the Class I trail meets Caltrans requirements for a physical barrier separating the two. This buffer would be vegetated and would improve sightlines for both the trail user and the vehicular traffic into the Fire Department Training Facility.

- Due to the cost of relocating the existing light poles and utility pedestals along South Montgomery Street, the City would prefer not to relocate them.

- The City has plans to widen Park Avenue to a 90 foot ROW in the future but for the purposes of the Alignment Plan, the existing sidewalk on the northeast side of South Montgomery Street and Park Avenue will remain and not be expanded to accommodate a Class I width.

Park Avenue to West San Fernando Street

- The trail alignment will travel north at the top of bank along the existing retaining wall adjacent to the creek and the existing Office Center parking lot.

- The trail will have an 8 foot width in lieu of the typical 12 foot width to accommodate both the width of the trail and a vehicular drive lane between the office building and the retaining wall adjacent to the creek on the west bank. Beyond the Office Center property, the trail would resume a 12 foot width at top of bank to the intersection of South Autumn Street and West San Fernando Street.

- The Office Center property may be acquired for the development of Diridon Park but its acquisition is not currently required for the trail construction. It may be acquired at a later date for the proposed stadium development.

West San Fernando Street to West Santa Clara Street

- Due to the age and potential historical significance of the West San Fernando Road bridge and potential impact to existing on-street parking and roadway curvature, the proposal to widen the existing northern sidewalk to provide for a Class I trail on the bridge was dismissed.

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RE: LOS GATOS CREEK TRAIL, REACH 5
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- The option to keep the existing sidewalk and re-stripe the road to accommodate a "Sharrow" (a recently approved striping pattern that defines appropriate positioning for bikes along roadways) would be more feasible. Callander Associates to explore the option. Additional data on the sharrow is available at: http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy/05-10.pdf — CA by March

- The City has explored the option of re-striping West San Fernando Street to accommodate a bike lane to connect downtown to the Diridon train station. Manuel Cota (MC) to forward to Callander Associates bike lane information. — MC

    - Re-striping the bike lanes along West San Fernando Street may eliminate the existing on-street parking spaces adjacent to the Vasona Light Rail Station.

    - The option of aligning the trail along South Autumn Street past West San Fernando Street to the light rail tracks was considered but it would be difficult to implement without widening the sidewalk due to steep grades along South Autumn Street.

West Santa Clara Street to Confluence Park

- The signature paving for the at-grade route needs to be changed to the City's standard piano key striping. — CA by March

- The ramp to the south of West Santa Clara Street should be re-designed to minimize or eliminate the guardrail adjacent the creek.

- The ramp to the north of West Santa Clara Street will need a guardrail due to the vertical drop to the channel bottom at the edge of the ramp.

    - One option to reduce the retaining wall height and eliminate guardrails on the north side of the bridge would be to cut into the east embankment; however, the space required to recover grade at 2:1 would encroach well into Confluence Park, and so it is not considered a desirable option.

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Meeting Summary
Staff Meeting #3
RE: LOS GATOS CREEK TRAIL, REACH 5
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item *person and date to follow up*

- The ramp would parallel the existing retaining wall north of the West Santa Clara Street bridge. Keeping the existing retaining wall prevents cutting of the embankment as a means to lower the vertical drop at the edge of the ramp.
- There will be seasonal closures of the undercrossing at West Santa Clara Street due to flood conditions. The hydraulic study to be done by CH2M Hill will verify the elevations of the trail affected by flood conditions.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Dale Johnston, Callander Associates

05077MeetingSummaryStaff#3_02.08.06rev.doc

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

March 20, 2006

Meeting Summary
TAC Meeting #3
RE: LOS GATOS CREEK TRAIL, REACH 5
Location of Meeting: San Jose City Hall
Date of Meeting: March 8, 2006
Page 1

Attendees:
City of San José:
Jan Palajac (JP), jan.palajac@sanjoseca.gov
Yves Zsutty (YZ), yves.zsutty@sanjoseca.gov
Manuel Cota (MC), manuel.cota@sanjoseca.gov
Bill Miller (BM), william.miller@sanjoseca.gov

Joint Powers Board/ Caltrain
Anthony Quicho (AQ), quichoa@samtrans.com

Guadalupe- Coyote Resource Conservation District
Larry Johmann (LJ), ljohmann@pacbell.net

Consultants:
Marie Mai, Callander Associates (CA), mmai@callanderassociates.com
Dale Johnston, Callander Associates (CA), djohnston@callanderassociates.com
Mark Slichter (CA), mslichter@callanderassociates.com

The purpose of the meeting was to review the Trail Alignment Plan and detail drawings with the TAC (Technical Advisory Committee) to receive feedback on issues regarding the alignment along Los Gatos Creek, Reach 5.

The following information was discussed and/or decided upon in our meeting:

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Landscape Architecture
Urban Design
Land Planning
Park and Recreation Planning
Environmental Planning

Peter E. Callander, ASLA, Principal
A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Pri

item	*person and date to follow up*
Auzerais Avenue to West San Carlos Street	
• The status of the KB Homes development needs to be confirmed as well as the use agreement for the trail along the KB Homes property.	YZ to contact Mirabel Aguilar by 3/15
• The access road at the northeast corner of the KB Homes site will have increased pedestrian traffic due to the development and trail users. The existing Caltrain fence to the west of the rail lines will need to be repaired and/or reinforced to deter pedestrians from entering Caltrain's right-of-way.	AQ to make recommendations upon viewing the area of concern by 3/15
• A fence or barrier atop the rail bridge will need to be designed to reduce the possibility of the rail ballast material from falling onto the trail below.	
o The proposed trail alignment has incorporated a fence to the east of the rail lines to deter trail uses from entering Caltrain's right-of-way.	AQ to provide confirmation of design incorporation by 3/15
o The future replacement of the rail bridge will need to be confirmed in order to coordinate the details of the fencing and trail construction.	AQ to confirm by 3/15
o Anthony Quicho cited the San Tomas Aquino project in the City of Santa Clara for reference with regards to a similar Caltrain fencing project.	AQ to provide the contact. CA to contact the City of Santa Clara
• The Joint Powers Board/Caltrain will need a service agreement from the City prior to initiating any work regarding the trail project.	JP to provide to Caltrans
• The horse mounted police patrol would not be able to pass beneath the bridge(s) with the proposed 8 foot height clearance.	
o The City does not have bike police to patrol the trail.	
West San Carlos Street to South Montgomery Street	
• The EIR for the proposed baseball stadium is currently being circulated and the comment period for the EIR has been extended.	
• The minimum requirement for driveway width into the Fire Department Training Facility needs to be confirmed as the proposed trail alignment overlaps the existing driveway to remain outside the creek channel.	JP to contact Geoff Cady by 3/15
• Jan Palajac received the title report for the Fire Department Training Facility.	CA to forward to surveyor By 3/15

item	*person and date to follow up*
South Montgomery Street to West San Fernando Street	
• The status of the property acquisition along Autumn Street needs to be confirmed.	JP to contact Bob Staedler by 3/15
• The City is coordinating with the Open Space Authority to update the purchasing language to allow funding for the acquisition of the CarQuest property.	YZ to provide confirmation of approval by May
West San Fernando Street to West Santa Clara Street	
• The proposed bike lanes along West San Fernando Street need to be confirmed with regards to width and length.	CA to contact John Brazil and MC by 3/15
• The status of the maintenance agreement for the City maintained areas of the Vasona Light Rail Station need to be confirmed.	CA to contact John Raaymaker by 3/15
West Santa Clara Street to Confluence Park	
• The alignment of the trail beneath West Santa Clara Street would restrict the flow of the creek during high water conditions. Any additional fill material into the creek channel may raise the 100 year flood waters above the West Santa Clara bridge level.	
• The data recorded at a gauge station upstream of West Santa Clara Street may offer comparable information with regards to flow rates of Los Gatos Creek during high water conditions.	LJ to provide information regarding flow rates by 3/15

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Dale Johnston, Callander Associates

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

July 14, 2006

Meeting Summary
EIR/EIS Coordination Meeting
RE: LOS GATOS CREEK TRAIL, REACH 5
Location of Meeting: San Jose City Hall
Date of Meeting: July 10, 2006
Page 1

Attendees: *City of San José*:
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Michael Rhoades (MR), michael.rhoades@sanjoseca.gov

Consultants:
Leianne Humble, Denise Duffy & Associates (LH), lhumble@DDAplanning.com
Marie Mai, Callander Associates (CA), mmai@callanderassociates.com
Renee Erez, Callander Associates (CA), rerez@callanderassociates.com

The purpose of the meeting was to coordinate Scoping Meeting, format for EIR/EIS report, and review alternative alignments for under-crossings at West San Carlos Street and West Santa Clara Street.

The following information was discussed and/or decided upon in our meeting:

item	*person and date to follow up*
Report Approach / Format	
• Caltrans format for EIR/EIS report was discussed. It was decided that since the Federal funding has not yet been received by the City and therefore, there is no Caltrans oversight of the EIS, an EIR/EIS report may not be appropriate. To reduce confusion, LH will produce a master report with all State and Federal required information. The master report will use the Caltrans format. The EIR will be a version of the master report, with all Federal references removed	LH

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A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal

item	*person and date to follow up*
• Sections of the report which are required for the EIS, but not for the EIR (i.e. archeological) will still be produced for the master report, but may not be included in the EIR at this time.	
Project Schedule	
• CA provided a draft project schedule. MR requested that the first Planning Review (line 23) be changed to 30 days. Also, the second Planning Review will overlap with City holiday closure so additional time should be added. CA will revise schedule.	CA
Scoping Meeting	
• Scoping meeting is typically held a maximum of three months prior to public circulation of the document. Draft project schedule shows public circulation starting in January 2007. This results in a scoping meeting to be held in late September, or early October.	
• YZ will obtain location for meeting. Meeting will likely be held in a City Hall conference room, on a Tuesday,Wednesday, or Thursday. Meeting time to be 6:30 p.m.	YZ by 08/06
• MR had minor comments on the draft NOP. He will re-write to fit on one double-sided sheet for ease of mailing.	MR by 08/06
• NOP to be mailed two weeks prior to scoping meeting. The NOI is NEPA specific, so it will be sent when the EIS is to be circulated.	
• CA will develop a flyer for inclusion in mailing. Flyer to include: project description, location, and probable environmental effects, as well as a reminder that the trail alignment and design will not be re-visited at the scoping meeting. YZ to be listed as contact person.	CA by 08/06
• Links to reports on City website are often unreliable. An alternative to using the City website for project plan posting would be to use a Barker Blue 'Plan Viewing Room'. CA will set up passwords and links to portal, for inclusion in City flyer.	CA by 08/06
• Public scoping meeting format:(Meeting to last approximately 1 hour.) o CSJ will facilitate, presenting meeting and project objectives o CA will present the project plans, covering current design (+/- 10m) o LH will present the potential environmental impacts o CSJ will facilitate questions and comments	

item — *person and date to follow up*

Alternative Alignments

- JP emphasized that the permitting/regulatory agencies have expressed a high level of interest in this project. Any alternatives included in the report will endure a great deal of scrutiny.

- Environmental Impact Report to include City 'preferred' alignment. Alternative analysis of EIR will discuss secondary alignments including the environmentally preferable alternate. The project objectives should be clearly stated, since the option with the least impact may not meet the project objectives. For example: an at-grade crossing of West Santa Clara Street at Delmas – while there is no environmental impact, without a signalized intersection, the crossing would not provide the uninterrupted trail that the project objectives call for.

- West San Carlos Street / Union Pacific Railroad Crossing
  - South Side
    - Switchback at bridge – Not feasible due to infringement on KB Homes property
    - 8.33% Ramp vs. 5% Trail – Kathy Lyons will assess differences on environmental impact.
  - North Side
    - 8.33% Ramp vs. 5% Trail – Kathy Lyons will assess differences on environmental impact.
  - Pedestrian Over-crossing
    - Not feasible due to constraints at railroad tracks
  - At-grade Crossing
    - CA will explore this option for inclusion in report. — CA by 08/06

- Park at Montgomery Under-crossing
  - Tunnel
    - CA looked at tunnel option and deems it unacceptable due to safety and practicality concerns
  - At-grade Crossing
    - This is the preferred option and will be reflected as such in report. — CA by 08/06

item — *person and date to follow up*

- West Santa Clara Street Crossing
  - Zoning has been approved for development of the San Jose Water Company property. Developer has set aside the trail area. Similar to KB Homes at West San Carlos Street, Developer will submit project plans for approval, which will also delineate trail.
  - South Side
    - 8.33% Ramp vs. 5% trail - Kathy Lyons will assess differences on environmental impact.
  - North Side
    - Switchback and 5% Trail alternatives – As trail cannot intrude into active waterway, these options are not feasible.
    - 8.33% Ramp – environmental impact will be assessed.
  - Pedestrian Over-crossing
    - This option was explored in the past and determined to be infeasible due to required ramp length. CA will run calculations to verify whether this option will work — CA by 08/06
  - At-grade Crossing
    - CA will explore this option for inclusion in report. Without a signalized intersection, this option is unlikely to meet the project objectives. — CA by 08/06
    - CA will contact Manuel Cota at CSJ Department of Transportation to verify if zoning permit application required Developer to install signal at intersection. — CA by 08/06

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Renee Erez, Callander Associates

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

September 22, 2006

Meeting Summary
Public Scoping Meeting
RE: LOS GATOS CREEK TRAIL, REACH 5
Location of Meeting: San Jose City Hall
Date of Meeting: September 18, 2006
Page 1

Attendees: *City of San José*:
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Janis Moore (JM), Janis.moore@sanjoseca.gov

Consultants:
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Renee Erez, Callander Associates (CA), rerez@callanderassociates.com

Community Members

The purpose of the meeting was to describe the proposed project and the environmental review process and to obtain community input on the EIR analysis for the Los Gatos Creek Trail Reach 5 (LGCT) project.

The following information was discussed in the meeting:

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Urban Design
Land Planning
Park and Recreation Planning
Environmental Planning

Peter E. Callander, ASLA, Principal
A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal

item — *person and date to follow up*

Overview of Meeting Purpose and Report Format

- Identify significant impacts, and ways of minimizing those impacts through mitigation, alternative alignments, etc.
- Primary impacts will be hydraulic and biologic
  - Various reports are being prepared at this time:
    - Biologic
    - Hydrologic
    - geotechnical
- Other impacts that are looked at during report include:
  - Land use
  - Public safety
  - Traffic

Overview of EIR Process

- The public and/or other governing agencies can provide input on the EIR process at the scoping meeting or during the NOP circulation period (for next two to three weeks)
- General order of steps for preparation of an EIR:
  - NOP (Notice of Preparation)
  - Receive comments from public and governing agencies
  - Preparation of Draft EIR
  - 45 day public review; a Notice of Availability will be sent to property owners within 500' of the project area and governing agencies.
  - Receive comments from public and governing agencies
  - Preparation of 1st Amendment (response to comments)
  - EIR goes to the Planning Commission for a hearing to consider certification
  - If appealed, EIR goes through appeal process, and the certification by the Planning Commission is either upheld by City Council at an appeal hearing, or the EIR is sent back to staff for revision/recirculation. If the project (the project in this case would be the Master Plan) is approved by Council, a Notice of Determination is filed with the County Recorder's Office within five days, which reduces statute of limitations for CEQA based lawsuits from 180 days to 30 days.

Community Comments

- The consultant team provided an overview of the project and reviewed the following comments from the community.
  - Interest in satisfactory design of pedestrian and bicycle facilities, in terms of width of pathway, and crossings at streets & light rail (General input regarding trail development in San Jose)
  - Given current state of creek, having people regularly use the trail will help reduce litter, dumping, drug-use, and encampments
  - Consider painting sidewalk for bike use – similar to European bike lane design.

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item — *person and date to follow up*

- Why cross West San Fernando Street at the intersection? Why not construct an under crossing?
  - Vertical height of bridge over creek bank does not provide adequate clearance for trail under crossing
  - Given depth of the under crossing and the length of the ramp necessary at West San Fernando Street, it would also have to pass under the light rail tracks and could require significant property acquisition and environmental issues.
    - Existing pedestrian gate at light rail station enhances safety at track crossing
  - In order to uplink the trail with the Guadalupe River Trail, LGCT must cross Los Gatos Creek. An at grade crossing at West San Fernando Street is likely a safer place as compared to the higher traffic levels along West Santa Clara Street.
- Community wants opportunity to comment on the specific design of Reach 5
  - Master Plan was prepared in 1985. Since then, the other reaches have been built and/or developed. This is the last segment to be built. Since the proposed alignment is in a commercial and industrial area and there are no residences immediately adjacent to it, it was felt that additional community outreach would yield little response. This meeting is a good example of that, as about 650 notices were sent out and only two members of the community are in attendance. Additionally, the City of San Jose follows the county's trail design guidelines and seeks to develop trails of a standard width with design elements consistent with the State of California's Bikeway Manual.
  - Community should provide general input about trail design concerns to JP or YZ for inclusion in design process after EIR
  - Community can also attend Bicycle Pedestrian Advisory Committee (BPAC) meetings. YZ provides a semi-annual Trail Program update and the forum can serve as an opportunity for trail design input.
- Community attendees were given the following directions to access the LGCT Alignment Plans online:
  - www.barkerblue.com
  - Click 'Repromax DFS'
  - Portal Owner: Callander; no password

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Renee Erez, Callander Associates

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

October 17, 2006

Meeting Summary
Preliminary Biologic Impact Findings
RE: LOS GATOS CREEK TRAIL, REACH 5
Location of Meeting: San Jose City Hall
Date of Meeting: September 28, 2006
Page 1

Attendees: *City of San José*:
Jan Palajac (JP), jan.palajac@sanjoseca.gov
Yves Zsutty (YZ), yves.zsutty@sanjoseca.gov
Michael Rhoades (MR), michael.rhoades@sanjoseca.gov
Janis Moore (JM), Janis.moore@sanjoseca.gov

Consultants:
Leianne Humble, Denise Duffy & Associates (LH), lhumble@DDAplanning.com
Kathleen Lyons, Biotic Resources Group (KL), brg@cruzio.com
Marie Mai, Callander Associates (CA), mmai@callanderassociates.com
Renee Erez, Callander Associates (CA), rerez@callanderassociates.com

The purpose of the meeting was to review the preliminary biological impact findings and discuss potential mitigation measures and scheduling.

The following information was discussed in the meeting:

item — *person and date to follow-up*

Review of Preliminary Findings

- Memo from KL to project team, dated 9/27/06, summarizes:
  - Preliminary findings in regard to habitat in and adjacent to Los Gatos Creek.
  - Preliminary impact/mitigation issues and recommended measures.
  - Goal is "no net loss" of habitat.

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Meeting Summary
Preliminary Biologic Impact Findings
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item — *person and date to follow-up*

- Preliminary Impact/Mitigation Issues (from Memo from KL) Recommended measures as noted in Memo (numbered for clarification during discussion):

    1. On-site (Los Gatos Creek) riparian revegetation, including SRA cover, at a 3:1 replacement ratio to compensate for direct impacts to riparian woodland, totaling a minimum of 1.11 acre;
    2. Off-site (Guadalupe River or elsewhere) riparian revegetation at a 3:1 ratio to compensate for direct impacts to riparian woodland, totaling a minimum of 1.11 acre; on-site SRA cover plantings;
    3. Contribution to an off-site riparian mitigation bank; ratio for habitat replacement may be higher as no mitigation banks are currently located in Santa Clara Valley;
    4. Implement extensive on-site rehabilitation/restoration project to remove invasive, non-native plant species and replant with natives; this approach, as well as the ratio of impact to restored/rehabilitated habitats, would need to be discussed with applicable regulatory agencies.

- Meeting discussion of recommended measures follows:
    - If mitigation can't be incorporated on-site, option 2, off-site, may mean a larger area of replacement may be necessary.
    - Replacement of shaded riverine aquatic habitat (SRA) must be on-site.
    - Mitigation needs to be contiguous with the creek in a low disturbance area (i.e. not adjacent to a busy road).
    - "Top of bank" plantings may be beneficial on western bank, as hottest afternoon sun comes from that direction.
    - Infill of understory on creek banks may contribute to mitigation, but would not count for SRA.

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Mitigation

- Can City secure 1.11 acres for mitigation?
    - CA taped together parcel maps for properties adjacent to Los Gatos Creek and Guadalupe River, highlighting properties owned by the City.
    - Questions about various adjacent sites:
        1. Site to the west of existing carwash (former "Artefact" retail site) – shown as City land.
        2. Warehouse sites north of Arena Green – does Redevelopment Agency (SJRA) have plans? Possible extension/widening of Autumn Street in this area.
        3. Behind Paradiso's Deli, and OSH? Can City acquire a "planting" easement? Maintenance and police surveillance would be difficult behind existing buildings. .
        4. Property acquisition: if City hasn't acquired Carquest site – it cannot be referenced as potential mitigation site in the EIR.

- Rehabilitation vs. Replacement.
    - Given degraded state of creek, rehabilitation might be a good choice for this project.
    - Goal is "no net loss". Even though restoration of creek area through clean-up and native plant revegetation ultimately would improve creek habitat, this would still be a short term "net loss" of SRA and riparian habitat.
        1. Consider removing existing Elms and Tree of Heaven and replacing with Cottonwood and Willows.
    - We must find existing openings in canopy, and fill in with new native trees to provide required lineal feet of SRA.
    - Because of under crossings, "under-cut" bank is one example of SRA being lost.

- Loss of wetland may not be an issue, as existing "wetland" is in narrow strips and would likely re-establish itself fairly quickly.

- Staff believes that all feasible mitigation sites along Los Gatos Creek were used for Reach 4 (which is currently under construction). The City and KL conducted the investigation to determine what was feasible as that project was designed. — KL

item	*person and date to follow-up*

Autumn Street Widening

- Project design has begun, but environmental documentation process has not.
- Current understanding is that the properties will be acquired, the street widened, and the remaining land between the trail and the street will be converted to "passive" park space – most likely formal and ornamental.
- Trail likely cannot move "inland" to provide new planting on creek-side of trail.

Fire Training Site/Stadium

- Best option would be to claim some of training site land and adjust trail alignment westward to allow space for new riparian planting adjacent to the creek.
- Plans for stadium site plan may already provide for meandering trail at top of bank. City to get a copy of the Fire Department Site plans and confirm trail corridor width. — JP/YZ/MR to confirm
- If Los Gatos Creek Trail Environmental Impact Report (EIR) is submitted first, this project may have a legitimate claim to dictating use of top of bank property.

Next steps

- A combination of replacement and rehabilitation may be the desired solution – there is no precedent, but given lack of available land adjacent to the project, it would be the best available approach.

- CA to get more defined "Area of Disturbance" to KL, and cc: JM. — CA by 10/6

- Since we probably can't get the permit if we can't mitigate the habitat losses, we need to involve the permitting agencies now and get their input; JP & YZ to present project to Guadalupe Watershed Integrated Working Group (GWIWG), using updated CA PowerPoint from scoping meeting. — JP/YZ/CA before next GWIWG

Meeting Summary
Preliminary Biologic Impact Findings
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item	*person and date to follow-up*

- Identify possible locations for restoration and mitigation; and identify SRAs that will be impacted; KL to put together a matrix showing anticipated mitigation needs by area of trail. — KL before next GWIWG

- Discussions of dropping parts of the trail from the project can happen later. EIR will describe "worst case" scenario. If portions of the trail (such as under crossings) are not permitable, remaining project may go ahead without them.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Renee Erez, Callander Associates

06035MeetingSummaryBiotics-9-28-06-rev.doc

Via E-mail Only

December 27, 2006

Meeting Summary
Santa Clara Valley Water District Comments on Draft Hydraulic Report
RE: LOS GATOS CREEK TRAIL REACH 5
Location: City of San Jose offices
Date of Meeting: November 27, 2006

Attendees:

City of San José Staff:
Jan Palajac, jan.palajac@sanjoseca.gov (JP)
Yves Zsutty, yves.zsutty@sanjoseca.gov (YZ)
Michael Rhoades, michael.rhoades@sanjoseca.gov (MR)
Janis Moore, Janis.moore@sanjoseca.gov (JM)

SCVWD staff:
Vincent Stephens, vstephens@valleywater.org (VS)
Sue Tippets, stippets@valleywater.org (ST)
Colleen Haggerty, chaggerty@valleywater.org (CH)
Brian Mendenhall, bmendenhall@valleywater.org (BM)

Consultants:
Marie Mai, Callander Associates, mmai@callanderassociates.com (CA)
Renee Erez, Callander Associates, rerez@callanderassociates.com (CA)
Dave Von Rueden, CH2M Hill, drueden@CH2M.com (DVR)
Erika Powell, CH2M Hill, epowell@CH2M.com (EP)

CH2M Hill completed the draft Hydraulic Report for the Los Gatos Creek Trail, Reach 5. After reviewing the report, the Santa Clara Valley Water District (SCVWD) had concerns over the potential hydraulic impacts of the trail at the proposed under crossings, at West San Carlos Street and West Santa Clara Street. The meeting was called to hear those concerns and evaluate alternatives. Items discussed in the meeting were:

05077MeetingSummary_11.27.06.doc

item	*person and date to follow-up*
Discussion about loss of freeboard, debris loading, 'excessive' environmental impacts – in regards to existing model, FEMA model	
VS raised concern that the sections shown in the report are not accurately reflected in the plan	
Embankment surface cannot be reduced; loss of freeboard is a concern. Freeboard is typically 1' from top of bank.	
While FEMA model may be suspect (1997 flood waters were lapping top of bank), it is still the model in use by the District and by CH2M Hill	
SCVWD would like to see the n-values modified to make models more accurate.	
Criteria should be not to increase water surface	
W. Santa Clara Street – finish surface of street is approx. top of bank. Widening channel by installing the approach ramp xxx	
SCVWD concerns are solely at undercrossings; sensitivity analysis would not be needed elsewhere. SCVWD would like to see the following options explored:	
• analize both bridges regarding sensitivity to debris loading. • raise trail from 10' vertical clearance at bridges to 8' clear • model for high flows, not low • shorten approach ramps • use KB trail at West San Carlos Street as an approach ramp – KB does not need it for emergency access (CA to verify), SCVWD does not need it for maintenance access, and CSJ does not need it for maintenance access (YZ to verify) • tunnel – look at different placement / routing • longer switchback, possibly using dead-end of maintenance road at KB property • switchback bridge – trail to cross over/under itself • remove trees at railroad bridge to accommodate tunnel or switchback • narrow trail to 10' wide, no shoulders, or, 8' wide w/2' shoulders.	

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

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Meeting Summary
Santa Clara Valley Water District Comments on Draft Hydraulic Report
RE: LOS GATOS CREEK TRAIL REACH 5
Location: City of San Jose offices
Date of Meeting: November 27, 2006
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item	*person and date to follow-up*

Submitted by:

Renee Erez, Callander Associates

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

January 8, 2007

Meeting Summary
Rail Crossing Review
RE: LOS GATOS CREEK TRAIL REACH 5
Location: San Fernando Light Rail Station
Date of Meeting: December 19, 2006

Attendees:
City of San José Staff:
Jan Palajac, jan.palajac@sanjoseca.gov (JP)
Yves Zsutty, yves.zsutty@sanjoseca.gov (YZ)
John Brazil, john.brazil@sanjoseca.gov (JB)
John Raaymakers, john.raaymakers@sanjoseca.gov (JR)
Jay Thorstensen, jay.thorstensen@sanjoseca.gov (JT)

California Public Utilities Commission staff:
Kevin Boles, KCB@cpuc.ca.gov (KB)

Consultants:
Marie Mai, Callander Associates, mmai@callanderassociates.com (CA)
Renee Erez, Callander Associates, rerez@callanderassociates.com (CA)

Concerns had been raised about the traffic through the existing San Fernando Light Rail station crossing by users of the Los Gatos Creek Trail. The meeting was called to evaluate different options for the crossing that address safety, usability, and maintenance. Items discussed in the meeting were:

item	*person and date to follow-up*

Concerns raised:

Typically public uses (i.e. trails) do not share in-station crossings.

Peak trail use is expected to be on weekends, which may conflict with peak use for Arena events. This may present some challenges at the station crossing.

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A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal

item	*person and date to follow-up*
Existing pedestrian gates are more difficult for bicyclists to use. Gate hardware might not be strong enough to handle increased bike use – creating maintenance issues. Leaving crossing open might allow bicyclists to speed through crossing and cause conflicts with pedestrians. Impacts to VTA maintenance and operations must be considered; CA to discuss proposed improvements with VTA	CA, mid-Jan. 07
Crossing options VTA Bikeway guidelines are being updated and may address bicycle usability at railway crossings. Widen existing pedestrian gates. Keep one of the existing 3' gates and modify other two to provide 4' min. opening; 5' wide opening would be preferred. Add metal screen or kick-plate to track-side wall of gates, to match existing screen on outside wall of gates. CA to look at other possible gate options (gates used at the Race Street station might serve as an example). KB will e-mail photos of wider gate at a crossing in Pasadena.	CA / KB
North side of station Proposed Trail / ramp alignment had been designed to clear existing well enclosure. Enclosure and well are no longer there – CA will explore a tighter switch-back ramp, to further promote the desire for bicyclists to walk their bikes. To minimize bicyclists' ability to ride onto / off of the station platform, the ramp could meet platform near the at-grade crossing gates, and could have a curve at both the top and bottom of the ramp. The turns and the proximity to the gates at the platform would require bicyclists to dismount. (JB). This option was deemed infeasible by the group as it would effectively eliminate the ability for travel east or west along the existing pavement.	

item	*person and date to follow-up*
South side of station Install (1) bollard in the middle of the existing pilasters which are approx. 10' away from the gates. This will allow for 5' horizontal clearance and encourage bicyclists to slow down. Install signage stating 'Plaza Area – Dismount', 'Walk Your Bike', or wording to that effect, directing bicycle riders to walk through station. Install a curb-cut ramp at sidewalk and crosswalk to align with eastern side of Gifford Street. Curb-cut should not align with existing ramp up to the station. The speed of bicyclists is likely to be reduced by creating a passageway that is not aligned.	

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Renee Erez, Callander Associates

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

June 19, 2007

Meeting Summary
Hydraulic Analysis Discussion
RE: LOS GATOS CREEK TRAIL, REACH 5: Alternatives Analysis
Location of Meeting: San Jose City Hall
Date of Meeting: June 19, 2007
Page 1

Attendees: *City of San José*:
Jan Palajac (JP), jan.palajac@sanjoseca.gov
Colleen Haggerty, Santa Clara Valley Water District (SCVWD) (CH), chaggerty@valleywater.org
Consultants:
Erika E. Powell, CH2M Hill (EP), epowel1@ch2m.com
Renee Erez, Callander Associates (CA), rerez@callanderassociates.com
Julie Russotti, Callander Associates (CA), jrussotti@callanderassociates.com

The purpose of the meeting was to review the sensitivity analysis of the existing hydraulic conditions model at the Santa Clara Street undercrossing.

The following information was discussed in the meeting:

item — *person and date to follow-up*

Santa Clara Street Undercrossing

- The existing conditions model, shown in the original location hydraulic study, November 2006 showed an unexplained dip at station 8+00. SCVWD has requested that the hydraulic analysis be revised to account for the "dip".

- As a result of this dip in the existing conditions model water surface elevation (WSE), the differential between existing and proposed trail condition upstream of the Santa Clara Street trail crossing was significantly greater than what the District could

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Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal

item — *person and date to follow-up*

accept. This also led to a discussion between the District and the City on what an acceptable differential in WSE after the implementation of any trail crossing would be.

- The District requested that a sensitivity analysis be performed on the existing conditions model. The City was given permission by the District to modify the existing conditions model as necessary to recreate the FIS water surface profile. The City was asked to perform this sensitivity analysis using an incremental approach.

- A comparison of existing conditions modeling was presented by EP (see chart, attached). Based on the comparison, EP came to the conclusion that the "dip" is a result of the constricted channel at station 8+00. EP asked if SCVWD would accept this explanation for the "dip". CH will confer with Sue Tippets and Vince Stephens at SCVWD. — CH by 6/29

- EP ran a test model, widening the channel. (See chart attached). By widening the channel, the "dip" is smoothed out. EP concluded that the proposed trail alignment would likely show a similar leveling, as it would widen the upper portion of the trail.

- Given the proposed materials for the trail, EP requested that the roughness coefficient for the widened portion be reduced to .035 or .03. CH will confer with Sue Tippets and Vince Stephens at SCVWD.

Fire Department Training Site

- The City is currently waiting for funding to become available to move the Fire Dept. training facility until then, the trail alignment will remain as it's currently shown on SCVWD property as an "interim alignment". When confirmation of the mitigation value of the Fire Dept. training facility property is received, the final trail alignment will be established on that property.

Meeting Summary
Hydraulic Analysis Discussion
RE: LOS GATOS CREEK TRAIL, REACH 5: Alternatives Analysis
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Page 3

item — *person and date to follow-up*

Next steps

- Upon confirmation from SCVWD, EP will recalculate the models (n) value and update based on any trail modifications, and the SCVWD approved (n) value. EP by 7/13

- Upon receipt of the revised hydraulic analysis CA will revise the complete set of trail alignment drawings, which JP will be able to submit to SCVWD for review.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Julie Russotti, Callander Associates

Att: EP Package

1. Los Gatos Creek HEC-RAS Comparison of Existing conditions: Comparison Analysis for the Santa Clara Street Trail Crossing Chart
2. Results of Existing Conditions :Comparison Analysis
3. Edit Manning n or k Values Chart
4. Results of Existing Conditions :Comparison Analysis profile
5. Graphic XS Editor Chart: Existing vs. Theoretical

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

October 1, 2007

Meeting Summary
EIR/EIS Coordination Meeting
RE: LOS GATOS CREEK TRAIL, REACH 5
Location of Meeting: San Jose City Hall
Date of Meeting: September 26, 2007
Page 1

Attendees:
City of San José:
Jan Palajac (JP), jan.palajac@sanjoseca.gov
Yves Zsutty (YZ), yves.zsutty@sanjoseca.gov
Michael Rhoades (MR), michael.rhoades@sanjoseca.gov

Consultants:
Leianne Humble, Denise Duffy & Associates (LH), lhumble@DDAplanning.com
Marie Mai, Callander Associates (CA), mmai@callanderassociates.com
Kathy Lyons, Biotic Resources Group (KL), brg@cruzio.com

This meeting was held to discuss the possibility of completing a mitigated negative declaration (MND) in lieu of an environmental impact report (EIR).

The following was discussed and/or decided upon in our meeting:

item — *person and date to follow up*

Project Status

- Over the previous few months, the project team's effort was focused on completion of additional hydraulic analysis for the West Santa Clara Street under-crossing and resolving an at-grade track crossing alignment with the Santa Clara Valley Transportation Authority (VTA).

- The hydraulic analysis was to address the Santa Clara

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Benjamin W. Woodside, ASLA, Principal

item	*person and date to follow up*

Valley Water District's (SCVWD) concerns about underlying model assumptions and the increase in water surface elevation that would result based on the project design. SCVWD confirmed in September that they could not issue a permit for the under-crossing as it would result in an increase in the water surface elevation. Therefore, the trail under-crossing at West Santa Clara Street will be deleted from the project; the at-grade crossing will be retained.

- Because of safety concerns about the at-grade crossing through the San Fernando Station platform, VTA requires that the trail alignment utilize the at-grade crossing at Autumn Street instead. The project Class 1 trail alignment will now terminate south of San Fernando Street. To reach Confluence Park, pedestrians will utilize the existing eastern Autumn Street sidewalk. Bicyclists will utilize Autumn Street, Montgomery Street, and the existing traffic signal at West Santa Clara. The eastern path between light rail station and Confluence Park will be designated as a light rail spur.

- Ideally, the Autumn Street Widening project would note the inclusion of a Class I trail along Autumn Street, west of the creek, to ensure that a formal trail connection to Confluence Park is made. Incorporation of the Class I trail component into the Widening project EIR may not be possible since it will be circulated in a few weeks. Michael to check with the Widening project team to confirm. If that is the case, a future amendment would be required to include the trail. — MR by 10/12/07

Mitigation Requirements

- Project requires three different types of mitigation: riparian, shaded riverine aquatic habitat (SRA), and undercut bank.

- Per Akoni's direction, the environmental document only

item	*person and date to follow up*

needs to note that the City will mitigate as required, in lieu of having to cite specific mitigation locations. Therefore, it may be possible to complete an MND in place of an EIR. A determination of the type of document can only be made after a biological evaluation is made.

- The riparian mitigation will likely be located at the existing Fire Department parcel on Montgomery Street and would require the relocation of the Department. The SRA and undercut bank mitigation would likely be located at properties by St. John Street that the City is planning to acquire.

- Callander to revise the West Santa Clara Street enlargement plan and forward to Leianne and Kathy. — CA by 10/3/07

- Kathy to determine mitigation requirements based on the latest plan and trail alignment, and discuss steelhead impacts with fisheries consultant. — KL by 10/24/07

- Jan to schedule a meeting with SCVWD to discuss undercut bank mitigation requirements and whether mitigation may occur at area of impact (SCVWD property) or if it must be located on City property. If undercut bank must be designed for inclusion in the environmental document, it is likely that fisheries consultation will need to be scoped. Callander to determine whether CH2M Hill has fisheries expertise or if Swanson should be retained for design. — JP by 10/17/07 / CA by 10/3/07

- Following SCVWD meeting, Callander to update trail plans to reflect latest alignment. — CA within two weeks of SCVWD meeting.

- Jan to schedule a TAC meeting to update members on trail alignment and schedule. — JP by November, 2007

Meeting Summary
EIR/EIS Coordination Meeting
RE: LOS GATOS CREEK TRAIL, REACH 5
Location of Meeting: San Jose City Hall
Date of Meeting: September 26, 2007
Page 4

item *person and date to follow up*

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Marie Mai, Callander Associates

07026MeetingSummary-EIRCoordMtg_100107.doc

Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

October 3, 2007

Meeting Summary (Revised)
VTA Coordination Meeting
RE: LOS GATOS CREEK TRAIL, REACH 5
Location: VTA Offices
Date of Meeting: September 25, 2007

Attendees: *City of San José*:
Jan Palajac, jan.palajac@sanjoseca.gov, (JP)
Yves Zsutty, yves.zsutty@sanjoseca.gov, (YZ)

Santa Clara Valley Transportation Authority, (VTA)
Mark Robinson, mark.robinson@vta.org, (MR)
Ben Scharf, benjamin.scharf@vta.org, (BS)
Michelle DeRobertis, michelle.derobertis@vta.org, (MD)

Consultants:
Marie Mai, Callander Associates, mmai@callanderassociates.com, (CA)

The following information was discussed and/or decided upon in our meeting:

item *person and date to follow-up*

Project background

- Marie provided a review of the light rail crossing alternatives originally evaluated in 2005. Alternatives evaluated included an overcrossing, an undercrossing, and an at-grade crossing.
- The overcrossing was dismissed due to the expense, negative visual impact of the structure, lack of right-of-way within a constrained roadway system, and more desirable alternatives available.

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Park and Recreation Planning
Environmental Planning

Peter E. Callander, ASLA, Principal
A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal

item — *person and date to follow-up*

- The undercrossing was dismissed due to lack of connectivity to the station, frequency of inundation, potential hydraulic impacts, safety concerns, long spans of retaining wall required, significant removal of riparian habitat required, and most importantly, high improbability of being able to receive regulatory approval.

- The at-grade crossing was developed further due to the minimal riparian impact that would result, high visibility along the eastern bank, use of an existing rail crossing, connection with the light rail station, and connection to a trail segment associated with the redevelopment of the Adobe parcel (currently San Jose Water Company parking).

VTA concerns

- VTA is primarily concerned with maintaining station safety for both rail and trail users. Specifically, there is a standing ordinance that prohibits bicycle riding through the light rail station and platforms.

- A trail alignment through the station would increase the number of users and the potential for conflict with rail activity. VTA is concerned that alignment of the trail along the existing station pedestrian crossing will increase the risk of illegal and dangerous bicycle riding on the station platform.

- While the VTA's preference would be for the trail to cross underneath the tracks, utilizing the existing crossing at Autumn Street would be acceptable as that would place bicyclists within the street right-of-way with normal circulation patterns.

Proposed trail alignment

- Proposed Class 1 trail alignment to terminate south of

item — *person and date to follow-up*

San Fernando Street. To reach Confluence Park, pedestrians will utilize existing eastern Autumn Street sidewalk. Bicyclists will utilize Autumn Street, Montgomery Street, and existing traffic signal at West Santa Clara. Eastern path between light rail station and Confluence Park to be designated as a light rail spur.

- City has plans to widen Autumn Street and convert to two way traffic. The Autumn Street project will incorporate a Class I trail between San Fernando and West Santa Clara Streets, within future park space along the creek.

- City Redevelopment Agency has plans to purchase properties along Autumn Street between San Fernando and West Santa Clara Streets for roadway widening and trail development. VTA has plans to purchase properties in same vicinity to address vent and utility needs resulting from BART extension project. VTA to provide City with APNs of property VTA is planning on purchasing. — MR

- Prior to implementation of the Reach 5 Trail, VTA will informally notify Staff of the California Public Utilities Commission (CPUC) that the planned trail will create a minor increase in bicycle and pedestrian use of the San Fernando LRT Station (by virtue of "spur" access to the station) and the Autumn Street grade crossing. In VTA's view, it is unlikely but possible that CPUC Staff will recommend installation of additional mitigation measures, such as static signage. — MD

- Callander to review project scope and determine impacts of proposed new trail alignment on existing scope. — CA

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project

Meeting Summary
VTA Coordination Meeting
RE: LOS GATOS CREEK TRAIL, REACH 5
Location: VTA Offices
Date of Meeting: September 25, 2007
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based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Marie Mai, Callander Associates

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Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

October 22, 2007

Meeting Summary
SCVWD Coordination Meeting
RE: LOS GATOS CREEK TRAIL, REACH 5
Location: City Hall
Date of Meeting: October 19, 2007

Attendees:
City of San José:
Jan Palajac, jan.palajac@sanjoseca.gov, (JP)
Yves Zsutty, yves.zsutty@sanjoseca.gov, (YZ)

Santa Clara Valley Water District (SCVWD):
Ryan Heacock, rheacock@valleywater.org, (RH)
Kathy Turner, kturner@valleywater.org, (KT)
Jason Nishijima, jnishijima@valleywater.org, (JN)

Consultants:
Marie Mai, Callander Associates, mmai@callanderassociates.com, (CA)
Kathy Lyons, Biotic Resources Group, brg@cruzio.com, (BR)
Leianne Humble, Denise Duffy & Associates, lhumble@ddaplanning.com, (DD)
John Dvorsky, Swanson Hydrology & Geomorphology, dvorsky@swansonh2o.com, (SH)

The meeting was held to solicit the SCVWD's input on likely undercut bank mitigation requirements. Marie provided an overview of the project, including the specific mitigation types likely required for the West San Carlos Street trail under-crossing. Due to the trail's proximity to Los Gatos Creek and fill required for the trail surface, one of the mitigation types anticipated to be required is undercut bank replacement. The following information was discussed and/or decided upon in our meeting:

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item

Undercut Bank Mitigation

- Approximately 120 LF of undercut bank is anticipated to be impacted by the trail, with the loss of cover habitat for steelhead provided by the undercut bank being the main concern.

- The SCVWD has utilized root wads and logs in the past and supports their use as undercut bank mitigation for this situation.
    1. The root wads should be integrated into and stabilized by the rip rap that will likely be required for scour protection of the trail surface.
    2. This would be consistent with the treatment used on the Downtown Guadalupe River project, where wood debris was keyed into the bank. Care should be taken to avoid creating a migrational barrier within the creek channel.

- A 1:1 replacement ratio appears to be appropriate to mitigate the loss.

- It is preferable to utilize untreated, non-sprouting, coniferous wood debris since it has a slower decay rate.
    1. The wood debris does not have to be sourced from the same watershed.
    2. It may be possible to re-use the on-site trees slated for removal, though they consist primarily of tree-of-heaven and sycamore, which have higher, less desirable decay rates.

- Though the under-crossing is located on SCVWD land, on-site undercut bank mitigation is acceptable to the SCVWD because it is, in essence, an in-kind, 1:1 replacement of cover that would otherwise be lost.

- Because there will be fill within ordinary high waters, a Section 7 consultation with the National Marine Fisheries Service (NMFS) will be required due to Army Corps of Engineers involvement.

- Dewatering will be required due to the in-channel improvements, with construction taking place during the summer (June to October) dry period.
    1. Sediment control will likely be a major RWQCB concern. The trail within the channel should slope towards the creek to minimize the potential for steelhead to become trapped during periods of receding water.

Riparian Mitigation

- The SCVWD has had some success with having non-native, invasive vegetation removal considered as riparian mitigation, in its negotiations with the Regional Water Quality Control Board (RWQCB) and California Department of Fish and Game (CDFG).

item

1. Loss of shade and habitat are the main concerns associated with any vegetation removal, and agency approval required the identification of specific plant types and locations.
2. Given the broad presence of tree-of-heaven, elms, and other non-native species in this reach, it would be beneficial to broach the agencies with using this mitigation type.
3. Given the increasing unavailability of riparian mitigation land, an objectives-based mitigation strategy in lieu of a numbers/ratio-based mitigation approach would be beneficial.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within 3 days.

Submitted by:

Marie Mai, Callander Associates